

The Motor Cycle  
14 AUGUST 1958 NINEPENCE

# THE MOTOR CYCLE

LAMBRETTA  
TV175  
ENGINE  
ANALYSED

LARGEST NET SALE IN THE WORLD



**BSA**

the most popular motor cycle in the world

B.S.A. MOTOR CYCLES LTD., 47 ARMOURY RD., BIRMINGHAM II

**Have you**

**seen the NEW MPC  
GAZELLE MkII ?**

It's good from any point of view at

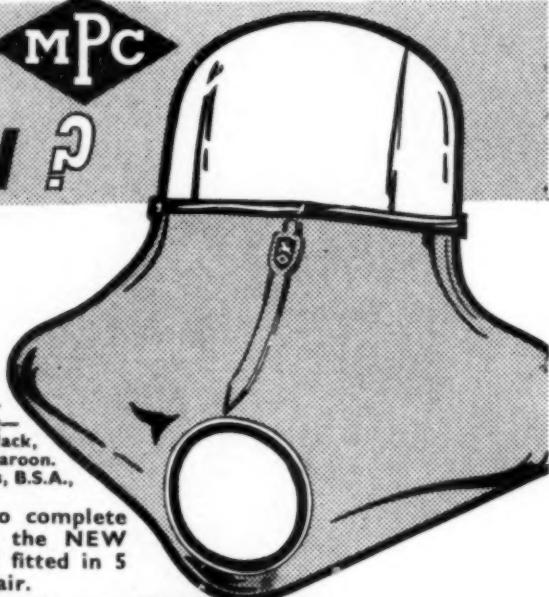
**£7.5.0d**

Lightweight model £6.12.6.



Double Curvature Screen for increased rigidity. Fibre Glass Fairing—High gloss self colour finish in Black, Silver, Blue, Green, Light Grey and Maroon. Fittings for Norton, A.J.S., Matchless, B.S.A., Triumph and Velocette.

\* ... and don't forget to complete your protection there's the NEW MPC "Water Bucks," fitted in 5 minutes Price 15/- per pair.



**MOTOPLAS CO. LIMITED, ARMOURY RD., BIRMINGHAM II.**

Phone: VIC. 1008

**Don't save on  
SAFETY!**

Invest in the full protection which only POLYSTYRENE offers—the best shock absorbent used in helmet manufacture. There's extra thickness lining the tough glass fibre shell in the "LIFEGUARD", which comfortably meets every required test. Designed for smartness and comfort too. In Black or White. Price: 57/6



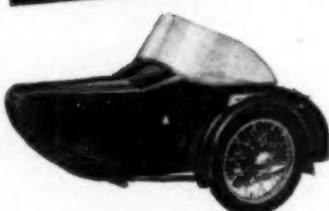
**LYCETT**

**"LIFEGUARD"  
THE SAFE HELMET**

LYCETT SADDLES LTD.  
BIRMINGHAM 3.



**WATSONIAN**



**'MONARCH'**

**...the  
best  
known  
name  
in  
sidecars**

Roomiest Single Seater in production today. Deep Perspex screen with folding hood and adjustable ventilator. Ample luggage space.

| Model          | Chassis | Price    | Total<br>(incl. P.T.) |
|----------------|---------|----------|-----------------------|
| Windsor        | LX      | £41 5 8  | £51 10 0              |
| Asci           | VG      | £78 3 2  | £87 10 0              |
| Monarch        | VG      | £68 18 9 | £86 0 0               |
| Light Maxstoke | VG      | £63 6 7  | £79 0 0               |
| Cambridge      | VG      | £93 7 9  | £116 10 0             |

Convert your Standard VG21 chassis to latest Spring Wheel with or without brake hub. Write for leaflet SPU.

**WATSONIAN SIDECARS LIMITED**  
19 ALBION ROAD · GREENTON  
BIRMINGHAM II



## THE MOTOR CYCLE

\*\*\* D. LEWIS LTD. FOR THE WORLD'S FINEST RANGE OF MOTOR CYCLE CLOTHING \*\*\* FOR STYLE AND FIT IT'S AVIAKIT! \*\*\*

**NEW! BRONX Jacket**

- ★ King of the highway for looks and wind-resistant warmth.
- ★ Hand selected solid leathers.
- ★ Luxurious scarlet quilted lining.
- ★ Zipper pockets and cuffs.
- ★ Snap-back lapels.
- ★ Jet black.

**£9.18.6**

Sizes: Gents 34-44  
chest. Ladies 34-38 bust.

**The "COUNTRYMAN"**

- ★ **SOLID LEATHER.**
- ★ Comfortable and good-looking.
- ★ Really tough, hard wearing.
- ★ Two large pockets.
- ★ Adjustable leather waistband.
- ★ Warmly lined.

**£6.12.6**

Sizes: Chest 34-44.  
Also leather, 4 zipper pockets. 18/15/-.

**"BLACKARROW."** Cat. No. 62. 2-length. Solid leather, 4 zipper pockets. 18/15/-.

★ "AVIAKIT" P.V.C. REPAIR OUTFIT  
Repair tears, rips, cuts and abrasions to your P.V.C. clothing at home.

Complete **3/9**

**The "FALCON"**

LOOK A MILLION ON A MILLION  
—even cuter on a Scooter!

So dry and warm—such a slim silhouette! This genuine wind- and waterproof two-piece suit is snugly lined throughout — without being bulky.

Proves you can look attractive without getting cold and wet! Separate jacket—just right for sports events. Beautifully styled in jet Black and two lovely colours—Green and Kingfisher. The smartest turnout you could buy.

Sold separately: Jacket 59/6. Slacks 32/6. COMPLET 89/6

Sizes: Bust 34-40. Inside leg 27-30

**LEGETTE JUNIOR**

- ★ Gives complete protection to shoes and calves.
- ★ Excellent for wear with two-piece suits.
- ★ Easily carried in pocket.
- ★ Guaranteed waterproof.

Sizes: Gents 6-11; Ladies 4-6 (state shoe size). **10/6**

Also **LEGETTE SENIOR.**  
As above but high enough to cover knees. **18/0**

**ALL ORDERS POST FREE** Important!  
FOR PROMPT MAIL ORDER SERVICE PLEASE ADDRESS YOUR ORDERS TO Mr. G. Lewis, 124 Great Portland Street, London, W.I. FOR PERSONAL SHOPPERS: Open daily until 5.30 p.m. Closed 1 p.m. Thursdays. Open 8 a.m. Fridays. Personal Cars welcomed. OPEN ALL DAY ON SATURDAYS UNTIL 5 P.M. Please state height and chest when ordering.

**MIDLAND AGENT:**

N. JONES, 19-20 Spence Street,  
(Bull Ring), BIRMINGHAM. Tel: Midland 3351

**WITHOUT QUESTION!**  
WORLD'S FINEST RANGE OF  
MOTOR CYCLE CLOTHING

**NOMAD MK II Suit** Exclusive New Features!

(as shown on left)

- ★ **Guaranteed completely Stormproof.**
- ★ "SUPERLIFE" RAINSHEDDER Black P.V.C.
- ★ **PERMATEITE** electronically sealed seams. Safe, strong and guaranteed.
- ★ Fleecy lined.
- ★ Provision for detachable linings throughout.

Sold separately:  
**JACKET** 81/-  
**TROUSERS** 82/6.  
**Complete Suit—** **£6.9.6**

Add to the basic suit at your convenience for even greater warmth. These optional extras easily obtained.

- ★ **DETACHABLE** quilted jacket lining 33/-.
- ★ **DETACHABLE** quilted trouser lining 33/-.

Sizes 34 to 44  
chest, 29 to 34  
inside leg.

EXCLUSIVE STORMPLATE POCKETS

PATENT AQUA-SHIELD RAIN GUARD

Specially cut for LADIES in Blue, Green, Wine or Black—same price.

**HUSKY Coat**

- ★ **Guaranteed completely stormproof**
- ★ Tough RAINSHEDDER black P.V.C.
- ★ Fully cut. Fitted "Aquashed" on cuff.
- ★ Good length (50in. long, size 40 chest). (pat. app. for)
- ★ **AS SUPPLIED TO POLICE PATROL OFFICERS.**

Complete with detachable lining.  
Sizes 34-44 Price Complete **£7.10.6**

**TUFFLERS** Keep your neck dry with the exclusive "AVIAKIT" TUFFLER. Obtainable only from D. Lewis Ltd. or "AVIAKIT" Agents. For "HUSKY" and "NOMAD". In Red only. 4/3

Personal Shoppers: Visit any of the addresses below and see our fine range of clothing without delay.

**Lewis**  
124  
GT. PORTLAND ST.  
LONDON, W.1.  
Tele... MUSEUM 4314/5

D. LEWIS LTD., 32 Market Place,  
ST. ALBANS Tel.: 52098

**ONLY THE SPECIALIST ACHIEVES PERFECTION**

As specialists in motorcycle clothing we have been solving problems for over 50 years. Let us solve yours. AVIAKIT protective clothing is made from guaranteed RAINSHEDDER P.V.C. The greatest step forward for years in the production of first-class waterproofs. ★ **GUARANTEED ABSOLUTELY STORMPROOF** ★ **NON-STICKY** ★ **EASILY CLEANED WITH DAMP CLOTH** ★ Don't confuse "Rainshredder" with the thin plastic sheeting often offered.

**NORTHERN AGENT:**

N. JONES, 43-45 Snig Hill,  
SHEFFIELD Tel. Sheffield 26168

\*\*\* D. LEWIS LTD. FOR THE WORLD'S FINEST RANGE OF MOTOR CYCLE CLOTHING \*\*\* FOR STYLE AND FIT IT'S AVIAKIT! \*\*\*

**RACING & TOURING GLOVES No. 802**

- ★ Unlined genuine black horsehide.
- ★ Extremely strong and supple.
- ★ Short semi-gauntlet style (as illustrated left)

**21/-**

Sizes: 8 to 10<sup>1/2</sup>.  
Also **RACING GLOVES No. 806**. Similar to 802 but with zip cuff for close fit.  
Sizes: 7<sup>1/2</sup> to 10<sup>1/2</sup>.

**32/6**

**STELLETTE Coat**

- ★ Just perfect for motor cycling or scooting.
- ★ Smartly cut—completely storm-proof.
- ★ Fleece lined throughout.
- ★ Exclusive "Apron Front".

Supple P.V.C. in Black, Blue or Wine shades.  
Sizes: 34 to 38 bust.

**82/6**

Detachable medium weight body and sleeve lining 14/11 extra.

**AVIAKIT** Leather dressing, per bottle. **2/3**

**DRYLEGS**

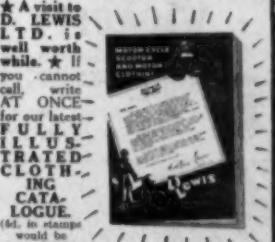
FOR LADIES OR GENTS

- ★ **Guaranteed completely stormproof.**
- ★ Taped seams throughout.
- ★ Reinforced trouser bottoms.
- ★ Adjustable waist and ankles.
- Inside leg sizes 29 to 34.

**22/6**

Also Heavy double texture, Fleece lined. **32/6**

CALL OR WRITE FOR THIS NEW 32 PAGE CATALOGUE NOW!



\*\*\* D. LEWIS LTD. FOR THE WORLD'S FINEST RANGE OF MOTOR CYCLE CLOTHING \*\*\* FOR STYLE AND FIT IT'S AVIAKIT! \*\*\*

# Slazenger - YOUR LOCAL DEALER

J. R. Alexander & Co. Ltd.,  
240-286 Great Western Road, GLASGOW C.4  
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Station Parade, SEVENOAKS.  
Bryants, The Rider Agents,  
25-27 & 72-74 Shortmead St., BIGGLESWADE.  
Comerford's Ltd.,  
Portsmouth Road, THAMES DITTON.  
Cosmopolitan Motors,  
73 Camberwell Road, LONDON, S.E.5.  
W. Cudworth (Doncaster) Ltd.,  
7 Hall Gate, DONCASTER.  
Reg Daarden, The Rider Agent, 318 Barlow Moor  
Road, Chorlton-Cum-Hardy, MANCHESTER 21  
Dene (Newcastle) Motor Co. Ltd., Haymarket,  
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Elite Motors (Teigning) Ltd., 951-961 Garratt  
Lane, Tooting, LONDON, S.W.17.  
Fred Farnley Ltd., 692/4 Ashton Old Road,  
Openshaw, MANCHESTER 11.  
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126/130 Meadow Lane, LEEDS 11.  
Spares & Service,  
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Glanfield Lawrence (Highbury) Ltd.,  
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Glanfield Lawrence (Portsmouth) Ltd.,  
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Kings of Oxford,  
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Kings of Oxford,  
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Kings of Oxford,  
Belgrave Gate, LEICESTER.  
Kings of Oxford,  
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Kings of Oxford,  
Stokes Croft, BRISTOL.  
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296-302 Camberwell Road, LONDON, S.E.5.  
Branches:  
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26, 26a Goldhawk Road, Shepherd's Bush,  
LONDON, W.12.  
41/43 Goldhawk Road, Shepherd's Bush,  
LONDON, W.12.  
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LONDON, S.W.16.  
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Denis Parkinson,  
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DEWSBURY.  
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Raymond Way Ltd.,  
Willesden Lane, Kilburn, LONDON, N.W.6.  
West End Motors Ltd.,  
177 Upper Tooting Road, LONDON, S.W.17.  
And  
171 High Street, Packham, LONDON, S.E.15.  
Whitbys of Acton,  
The Vale, Acton, LONDON, W.3.

See Slazenger's advertisement on opposite page.

better fit

**WIPAC**

... it has

**WIPACITY**

The capacity for longer life,  
exceptional performance  
and the highest standard  
of workmanship.

Obtainable through your Dealer and Halfords branches

THE WIPAC GROUP • BLETCHLEY • ENGLAND



UNIVERSAL REARLAMP  
with reflector  
9" and 11"

## 'WESLITE' FAIRINGS



### TOURING £7.19.6

SPORTS DE LUXE  
£7.18.6

LIGHTWEIGHT  
£7.19.6

Special Touring Models for  
VINCENT & ZUNDAPP  
£7.19.6

Complete with fittings  
in makers' colours.

Obtainable from dealers or direct from

**WESTPOLE MOTORS LTD.**

Glass Reinforced Plastics Division  
89, BRAMLEY RD., LONDON, N.14, PAL 8831  
GLASS FIBRE REPAIR SPECIALISTS

**BRITISH SEAGULL**  
"The best Outboard Motor for the World"

THE BRITISH SEAGULL CO., LTD., FLEETS BRIDGE, POOLE, DORSET  
TEL. POOLE 1651



# Slazenger

## MOTORCYCLE SUITS

### STANDARD



Made from a fleecy backed tough P.V.C. material with tailored neck and arms. Guaranteed 100% waterproof.

### LADIES' & GENTS' MODELS

**£6-12-6**

### DE LUXE (AS ILLUSTRATED)

The Suit for those who want the very best. Beautifully styled with zipped tapered arms. Shoulder storm flap and two side pockets. Tailored neck and arms. Zipped fly front, gussetted legs and ankle fasteners. Made from fleecy backed tough P.V.C. material. Guaranteed 100% stormproof.

### LADIES' & GENTS' MODELS

**£7-14-6**



### RACING GLOVES

John Surtees, Geoff Duke and Jack Brett have designed three types of racing gloves which bear their respective names. Made from the very finest materials available, they are just the job for racing or touring.

**JOHN SURTEES GLOVE**  
per pair **37'-6**

**GEOFF. DUKE GLOVE**  
(AS ILLUSTRATED)  
per pair **37'-6**

**JACK BRETT GLOVE**  
per pair **29'--**

### ○ HELMETS

Used and tested under all conditions by a world-famous motoring organisation. Slazenger helmets are made from fibre glass and lined with shock absorbent Polystyrene. They conform to the latest B.S.I. specification and bear the official Kite mark.



**○ COMPETITOR 44'-**

(AS ILLUSTRATED)

**○ PREMIER ... 53'-6**

**○ DEFENDER ... 57'-9**

**○ PROTECTOR ... 59'-9**

### ○ GAUNTLETS

#### ○ 4320 MODEL

Superbly finished and craftsmen built with P.V.C. gauntlet and back, "Tuphine" leather palm and thumb. Fitted adjustable wrist strap for extra comfort. Luxurious deep pile lining throughout and "Sykes" gusseted thumb.



**THIS GAUNTLET OFFERS  
SUPERB VALUE.**

per pair **42'-6**

○ and in a price range to suit every pocket.

## Ask to SEE them

OBtainable through HALFORDS AND ALL LEADING ACCESSORY DEALERS

For the address of your local dealer see opposite page.

**SLAZENGER - HORBURY - WAKEFIELD**

**THE 26th  
HUTCHINSON  
“100”**

SEPTEMBER 13th, 1958

- No tickets other than those listed here are available for pre-sale.
- They are obtainable only from National Car Parks Ltd.
- No claims for refunds will be considered in any circumstances.
- Money must accompany this form and agree with the total cost of your requirements.  
**DO NOT POST COINS.**
- Address a 3d. stamped envelope to yourself and enclose with this form.
- The above reduced prices are available for pre-booking only. ADMISSIONS TO THE COURSE ON DAY WILL BE AT NORMAL CHARGES: ADULTS, 4/-; CHILDREN, 2/-; CARS, 7/-; MOTORCYCLES, 3/-; COACHES, £1; GRANDSTAND TRANSFER, 8/-.

**REDUCED PRICE PRE-BOOKING FORM  
BOOK NOW AND SAVE MONEY**

**CHARGES FOR VEHICLES AND PERSONS**

Please send me reduced pre-booking tickets as ordered below:

|                                |                                   |  |
|--------------------------------|-----------------------------------|--|
| Number of PERSONS at 3/6 each  | Number of MOTORCYCLES at 3/- each | No. of STOWE GRANDSTAND SEATS at 7/- each    |
| Number of CHILDREN at 2/- each | Number of CARS at 7/- each        | No. of PITS GRANDSTAND SEATS at 7/- each     |
|                                |                                   | No. of PADDOCK TRANSFER tickets at 25/- each |

**COACHES:**

No. of Coaches with Driver at £1 each      No. of Passengers at 3/6 each

Print your address here and send to: NATIONAL CAR PARKS LTD., 28 Grosvenor Hill, London, W.I.

Name (Capitals please).....

Address .....

I enclose stamped addressed envelope and Postal Order/Cheque for.....



**BURMAN  
GEARS**



BURMAN & SONS LTD.

Wychall Lane, Kings Norton,  
BIRMINGHAM 30.

better fit

**WIPAC**

...it has

**WIPACITY**

the capacity for longer life, exceptional performance and the highest standard of workmanship.

Obtainable through your Dealer and Halfords Branches.

THE WIPAC GROUP - BLETCHLEY - ENGLAND



GRAVITY FEED FILTER  
11/-  
18" with Fitting & Adaptor  
17/6

**REAR LUGGAGE GRID**

STOVE ENAMELLED IN BLACK AND MOST POPULAR MAKERS' COLOURS

PRICE  
30/- EACH Packing and Post 2/-

Write for Catalogue. Obtainable from most dealers

**The ELGAR SHEET METAL WORKS Ltd.**

NIGHTINGALE ROAD, LONDON, N.W.10

Telephone: ELGAR 4667

This luggage grid is of tubular steel and light steel channel in construction. The fittings are "Tailor Made" to enable the grid to be fitted to all popular makes.



For more power, less petrol wastage from your two-stroke engine fit

## BOSCH SPARKING PLUGS

Bosch TIIS and PIIS Sparking plugs are specially designed for two-stroke engines. They last twice as long as ordinary plugs, give you more economical driving—more power, less petrol wastage. There is a Bosch Plug specially for Mopeds, too—the Bosch MIIS.

Most Continental scooter manufacturers specify Bosch plugs.

**7/6** each

better buy

**BOSCH**



Manufactured in Germany by ROBERT BOSCH GmbH

SOLE DISTRIBUTORS IN THE UNITED KINGDOM  
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HENDON, LONDON, N.W.9. COLindale 2211



Nowadays of course,  
Cromwell gives  
perfect protection



NOLL MK. II Illustration. Tailored leather helmet with soft suede lining. Adjustable chinstrap fastened with three press studs.  
5/-

Detachable Peak 6/-  
The MK. III super grade helmet covered in selected leatherette has a flexible peak.  
5/-  
Both helmets available in Black or White.

FOR SAFETY'S SAKE WEAR A

**Cromwell**



**NOLL HELMET**

Distributed by  
**BRITAX (London) Ltd** 115-129, Carlton Vale, London, N.W.6.

**The TOP Three!**

**CORK AVIAKIT** 57/-  
★ EXCEEDING B.S.I. BY A  
CONSIDERABLE MARGIN.  
★ ALL COVERED BY FREE  
INSURANCE POLICY.  
★ EXCLUSIVE AFTER-SALES  
SERVICE.

**CORK SPLASH** 48/-  
★ Wind-sealed ear flaps.  
★ Quilted neck-curtain.  
★ "Terylene" reinforced.  
★ Attractive silver finish.  
★ Light in weight.  
★ Deep and fully adjustable neck-curtain.  
★ Fitted laminated CORK SHOCK SHIELD.  
★ Quick release safety pattern chin-strap.  
★ Quick release safety pattern chin-strap.  
★ "TERYLLENE" reinforced.  
Children's, Ladies' and Gent's. Sizes 61-72.  
In Black and White. (Photo: "Motor Cyclist")

**TRACKSTAR** 70/-  
★ Low GROWTH A.G.U.B.S.I. APPROVED.  
Minimum weight maximum strength.  
Quilted neck-curtain.  
Wide adjustable safety bands.  
Chin-strap with full extension for extra comfort.  
Silver finish. ★ Black trimmings. Sizes 61-72.

"AVIAKIT" P.V.C. REPAIR OUTFIT  
Repairs tears, rips, cuts and abrasions  
to your P.V.C. clothing. Complete 3/-

From leading dealers everywhere  
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**GET RIGHT IN FRONT**

with **Stadium**  
**screens and**  
**fairings**

**Aeroglide**

4 1/2" perspex, full vision wind-screen. The fibre glass body is superbly finished in machine matching colours and its futuristic styling combines smartness with slipstream efficiency. No. 240 £8.7.6.

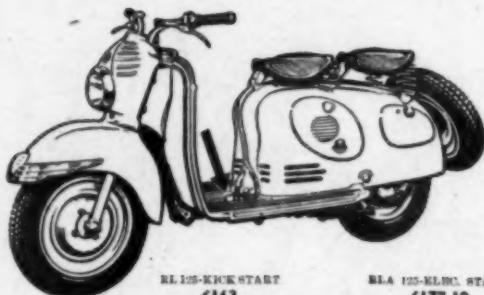
**"Weathermaster"**

Generous perspex apron. Chromium plated fittings. Visor opening of deflector gives full vision in all weather. No. 234 £8.4/-

The name **Stadium** is your guarantee of quality and workmanship. Every Stadium product is 'tops' in its field.

From all retailers including Halfords branches.  
STADIUM LTD., 38-36 Queensway, Ponders End, Enfield, Middlesex.

**LOOK! the PUCH**  
FOR QUALITY AND PERFORMANCE!



RL 125-KICK START  
£163  
INC. P. TAX

RLA 125-KICK START  
£177.10  
INC. P. TAX

Write for descriptive leaflets to:

CONCESSIONAIRES FOR THE UNITED KINGDOM  
**RYDERS AUTOSERVICE**  
KNOWSLEY ROAD, LIVERPOOL, 20

**better fit**

**WIPAC**

... it has

**WIPACITY**  
the capacity for longer life,  
exceptional performance  
and the highest standard  
of workmanship.

Obtainable through your Dealer and Halfords Branches  
**THE WIPAC GROUP • BLETCHLEY ENGLAND**

**3/8 SPARK PLUG RANGE**  
Guaranteed for performance.

## The Motor Cyclist's Workshop

(6th Edition)

This popular book by Torrens of "The Motor Cycle" describes the best methods for every kind of repair job. It explains the correct use of tools and the methods of working which save time and trouble. No motor cyclist's kit is complete without a copy. 7 1/2" x 5". 165 pp. Illustrated. 5s. net. By post 5s. 8d.

Published for "The Motor Cycle"

From booksellers or from Helford & Son Ltd.  
Dorset House, Stamford Street, London, S.E.1

14 AUGUST 1958

THE MOTOR CYCLE

"EASY PAY" TERMS ON ORDERS OF £5 & OVER—SEND US YOUR ENQUIRY—QUOTES PER RETURN

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CASH OR "EASY PAY."

LADIES' COATS

Cash Deposit 6 months

Honkette ..... £2 19 9 20/- 19 2

Viscount ..... £2 18 11 20/- 19 2

Duplex ..... £2 14 8 20/- 22 1

GENT'S COATS

Cash Deposit 6 months

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Duplex ..... £2 18 6 20/- 22 1

Premier ..... £2 17 6 20/- 22 1

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OR "EASY PAY"

LADIES' SUITS

Cash Deposit 6 months

Scooterjak ..... £2 19 11 20/- 15 4

Lincoln ..... £2 19 6 20/- 16 9

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Black Prince ..... £2 12 6 20/- 21 6

Ace fur lined ..... £2 15 0 20/- 29 9

Black Panther ..... £2 15 0 20/- 29 9

Velvet quilted ..... £2 15 0 20/- 31 8

Black Prince for lined ..... £2 10 2 6 20/- 34 11

REMOULD TYRES

220 x 19 ..... 40/-

275 x 21 ..... 55/-

200 x 21 Sports ..... 45/-

300 x 21 Trials ..... 50/-

225 x 18 ..... 42/-

225 x 18 ..... 50/-

250 x 18 ..... 50/-

250 x 19 ..... 60/-

250 x 19 ..... 72/-

P. & P. 2/-

NEW TYRES  
10/- DEPOSIT

AVON, DUNLOP,  
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# THE MOTOR CYCLE

VOLUME 10

NUMBER 2887

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THURSDAY  
14 August 1958

Editor  
**HARRY LOUIS**

Assistant Editor  
**GEORGE WILSON**

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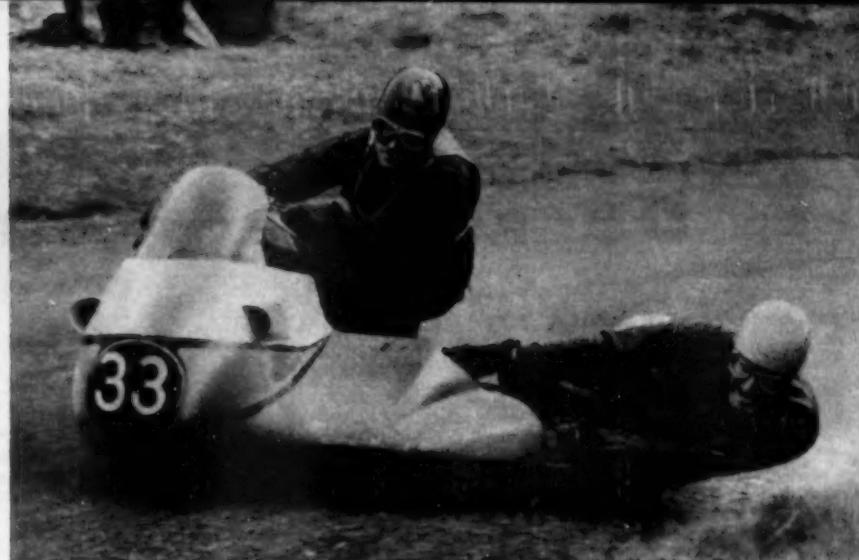
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"I laughed so much, I nearly fell out of my chair!" Or so T. Fairbrother might be thinking as he crews for O. E. Greenwood at Cadwell Park on August Bank Holiday

## Helpful Influence

SPORTING organizers in particular will regret that the Litter Act, which came into force last week, applies only to places "... in the open air to which the public are entitled or are permitted to have access without payment." Scrambles and road races, almost without exception, are held on private land. But are organizers' litter problems serious? Many will be surprised to learn that permission in several instances has been refused for the use of trials hills because of the amount of rubbish left by spectators at a previous event; that after the Lancashire Grand National held last weekend it was estimated that some 80 man hours would be required for the clearing-up operation. Appeals by public address and prominently displayed notices on the circuits and in the programmes go apparently unheeded by the great majority of onlookers.

Litter scattering is more than a nuisance. A broken bottle or rusted tin may constitute a real danger to children and certainly to grazing cattle. The new legislation, as implied earlier, cannot help sports promoters directly. But it is to be hoped that as the public at large becomes more anti-litter conscious on the streets—as it must if individuals are to avoid possible conviction—so the venues, and the countryside as a whole, will be gradually rid of the present nuisance.

## A Good Summer!

BY now we have done it, or most of us have. The curtain is slipping down over the holiday season and in another two or three weeks it will have dropped all the way. The long-laid plans have been brought to fruition, the miles and the days have slipped by as they do only on the annual fortnight away from the bench. Tents will soon be packed away, the snapshots will find their way into an obscure drawer or into an album, panniers in some cases will be stored until the time comes for their next long stint.

The summer of 1958 will go down in history as one of the worst on record. Yet, from your point of view has it been so bad? Certainly it has detracted only marginally from the pleasure of holidaying a-wheel. We have enjoyed the seaside resorts and the quiet of villages. Some of us have broadened our horizons with a transient glimpse of life as it is lived on foreign soil. Thanks to our machines, we have climbed passes, sped through glens, sampled the fun of packing 200, 300, 400 and more miles into a day. We have had, or are still having, a holiday that, spent in any other way, would have proved prohibitively expensive. Yes, on reflection—because we are motor cyclists—the summer has not been so bad after all!

# Occasional Comments

By "IXION"

### *Weight Distribution*

DID you notice an item of special interest in the layout of Geoff Duke's light racing three-fifty? He employs a front down tube of 3½in diameter and uses it as an oil tank. He finds this forward shift of quite substantial weight improves the steering. I'd venture the guess that it also improves the braking. The weight distribution of the modern roadster is not too bad in solo use. But if you look at any broadside photograph of a complete machine and picture a well nourished German *Fraulein* on the back half of the dual-seat, you may be quite startled to see how much weight is carried far astern. Such a distribution makes comparatively little difference to handling on smooth roads but on rough going it most decidedly tells. In other words, we should ride more sedately when we have a pillion passenger and when the going is bad.

### *Summer Headwear*

THE British climate is notorious for low temperatures and high humidity. It is very seldom that we have to cope with an excess of sun, except for very brief periods. Have we motor cyclists ever possessed a really satisfactory headgear for torrid sun? One of my pals, just back from the Continent, struck a heatwave in northern Italy. His sole headgear was a safety helmet. He ended up with an improvised peak to keep the glare out of his eyes and a make-shift extra curtain to keep the sun off the back of his neck. Thus clad, he was still quite uncomfortable and, when on foot, all too conscious of his

quaint appearance. He asks for recommendations. I doubt if any better recipe exists for excursions a-swheel. As for head protection when dismounted—in a Latin heatwave at all events—a Panama straw hat can be rolled up very small to pack in one's luggage.

### *Sprucing Up*

"NITOR" and "HAJ" clamour for sprucing-up rooms handily located at the principal haunts of tourists and they particularly specify at all parking places. Motorists as a whole grouse quite enough about the present cost of parking. We really hanker for rather costly toilet stations at points of holiday resort. We want a thorough wash and brush up, together with registered storage for our riding kit. What would all this cost? Washing facilities already exist at most modern "comfort stations," as the Americans call them. The public behave so badly in such places that full-time attendants are needed. Do we expect the local rates to bear the heavy cost? Or are we prepared to pay cloakroom fees as well as parking money? I imagine that the facilities might pay at £1 a head at places which have a long season. It is notable that even hotels seldom provide safe storage for our gear: we just pile our dusty clothing on the dual-seat. Explanation? The risk to the hotelier is not negligible and the traffic is not enough to keep a full-time man on the job. Blackpool, Southend and resorts of similar dimensions could do it municipally; but not the lesser resorts. At some seaside places it is quite a job to stow one's gear in safety while one has a swim. The Catering

Wages Act is coming up for revision shortly and new regulations may press less onerously on employers of labour for casual and seasonal jobs. None of us wishes to see folk underpaid but the Catering Acts, in its present form, has automatically cramped the services which tourists used to expect.

*Is there any motor cyclist who does not enjoy "mucking about in boats?" This LE Veloce is parked by the harbour at Ilfracombe, Devon. Lynmouth Hill is in the background*



### *Trouble on the Road*

IT is a tragedy that just when our fraternity is gaining recruits in greater numbers than at any time in its history, the apparent shortage of garages prepared to undertake motor-cycle repairs should be so acute (see our leading article of July 31). An utter novice with a stalled engine on a lonely road can be one of the most helpless creatures on the earth. It is very difficult to cater for troubles which are rooted deep in trade and commerce. As a rule, motor cyclists do nearly all their own repairs. We are keen-witted and vigorous. We learn fast. Our machines give us very little trouble. Most of us would blush to seek professional aid in diagnosis, though



*A complete contrast with the scene on the previous page is this picture taken at Kempsey, near Worcester. The ford, by St. Mary's Church, is only a few yards from the main Worcester-to-Gloucester road, yet appears to be miles from anywhere.*

we may be stranded occasionally for want of a part. When we are forced to seek professional help the job might well be unrewarding at any garage where a minimum staff is kept fully occupied in supplying petrol and doing urgent repairs for local car owners whose vehicles are temporarily out of action. Our leading article suggested that the position is serious enough to justify commercial pressure. In the meantime we need a universally known and understood signal for owners in trouble (for example, a white hankie tied to the right of the handlebar); a 100 per cent readiness on the part of skilled riders to respond to that S.O.S.; and a standard national sign for establishments ready to give motor-cycle repairs the same brand of service which they offer in other emergencies.

#### **Types of Noise**

THE general public fondly imagines that motor cycles make far more noise than any other vehicles. This is an illusion. I once lived on a main-road hill where the real sleep murderers were elderly heavy lorries. Most of their noise emanated from worn transmission as they crept uphill in bottom gear. I believe that the late A. M. Low was the first authority to point out that the staccato character of a single-cylinder exhaust was mainly responsible for the accusations so often hurled at us. There is a deal of nocturnal motor-cycle traffic around my house, most of it at moderate speed. I am too accustomed to it to be troubled thereby, but if I happen to be awake I automatically note how much less disturbing are the multi-cylinder engines and those lightweights which are ridden round sharp corners in a low gear so that the individual dabs of sound merge into a blur. Many, many years ago I owned a small French machine powered by a

150 c.c. vee-twin. It literally purred when running properly. Owing to a foul lubrication system one plug or other was often out of action. At such times it sounded positively staccato. Today the tendency is towards multi-cylinder engines, a factor which should help to reduce public prejudice. That apart, the remedy—as has so often been emphasized—lies in our own hands: our engines should be handled quietly and that is not possible unless the carburation is spot on.

#### **Machine Behaviour in Traffic**

PIONEERS had a simply terrible time in traffic. Nervous horses. Ubiquitous tramlines. Smooth tyres. No clutches. No kick-starters. Hostile cops. A contemptuous public. Engines which suffered from every imaginable fault that metal is heir to, including cams that ceased to cam and freewheels which reverted to fixed wheels at brief notice. (I still cannot speak of the earliest belts without becoming profane.) The novice of today is still a trifle querulous or choosy about the fitness of his model for traffic work. The first essential is a seat sufficiently low to enable him to plant both shoe soles firmly on the tarmac, a posture which is becoming less difficult in these days, thanks to the tendency to fit smaller wheels. The next is a carburetor setting which ensures that the engine doesn't suddenly go on strike during tickover. Next we come to a bad fault which still disfigures too many machines even in 1958—the clutch which does not completely free, causing humiliating gear cacophonies at every getaway. The final requirement is a gear ratio—it doesn't matter much whether that ratio is second, third or top—on which a fair speed range from about 8 to 35 m.p.h. is available without changing gear.

## ULSTER GRAND PRIX



# MV Agusta - Four!

**Carlo Ubbiali and Tarquinio Provini Take**

**World's 125 and 250 c.c. Championship Titles**

**Another Classic Double for John Surtees**

LAST Saturday was a day of glory for the MV Agusta factory. In the classic Ulster Grand Prix, run over the rain-swept, 7.23-mile Dundrod circuit on the heights above Belfast, John Surtees, already holding maximum points in the world's 350 and 500 c.c. championships, demonstrated the searing power of his four-cylinder mounts by bringing off yet another double win in the major races. Ten classic wins in one season must be quite a record.

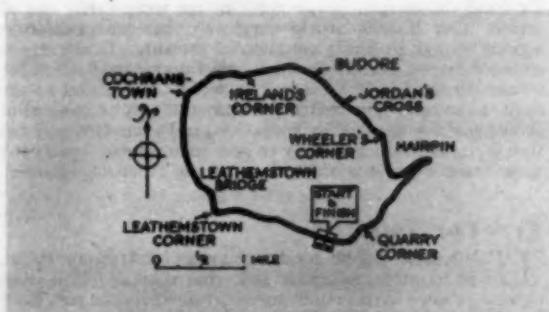
More than that: with Carlo Ubbiali taking the 125 c.c. Race and Tarquinio Provini streaking home first in the 250 c.c. event it meant that in those classes, too, the championship titles were at last decided, with a "full-house" score of 32 points by both riders. And the possible

challenge of Gandossi (Ducati) in the 125 c.c. class and Fugner (MZ) in the 250 c.c. category had wilted away.

Rainswept? That would have counted for little, but as the crowds trekked up the long, winding hill from Belfast towards the circuit there was not only persistent rain but also a heavy mist shrouding the course in gloom. Hopes of broken lap records vanished (Provini, in a practice session, had unofficially beaten the existing 125 c.c.

figure). And as 10 a.m. approached, with reports of poor visibility coming in from every vantage point, it was decided to postpone the start for half an hour.

At length the veil of mist up by the Hairpin lifted slightly and the 11 competitors for the 125 c.c. Race lined up on the grid. Down swept the flag and the astonishing acceleration of his East German MZ took Horst Fugner well clear of the pack as they headed under the paddock



*Picture above: In the 350 c.c. Race near Tournagrough John Hartle briefly leads John Surtees. The map shows the 7.23-mile Dundrod lap*

footbridge and away down the long straight towards Leathemstown. In second place was Luigi Taveri and third was Albert Gandossi, both on Ducatis, but already Ubbiali (MV Agusta) was weaving his way through the field after a hesitant start.

Just over a mile away, at right-handed Leathemstown Corner, watchers noted that Fugner's rapid getaway had served no real purpose, for he was back in fifth place having been overtaken by Taveri, Gandossi, Ubbiali and Dave Chadwick (Ducati). Thus early it was obvious that the outcome would lie between the Ducatis and the factory MVs of Ubbiali and Provini, with Gandossi, the only man with a chance of snatching the championship from Ubbiali, trying all he knew. The battle was soon joined for at Jordan's Cross Ubbiali had gone to the front and Gandossi was second.

Past the start at the end of the opening lap, five riders, closely bunched, had broken away from the field. Ubbiali was at their head and his rivals were Gandossi, Taveri, Provini and Chadwick. Some way behind came Fugner, Arthur Wheeler (F.B. Mondial) and Fred Purslow (Ducati). Ernst Degner, on the second MZ, failed to arrive. He had been reported in trouble at Cochranstown and now was out with waterlogged ignition. Purslow, too, was soon to disappear, for he stepped off his machine on the slippery surface of Leathemstown Bridge.

Gandossi made his supreme effort on Lap 8, almost literally throwing the little Ducati into the bends and gradually winning back the yards that Ubbiali had gained. His passage was hectic in the extreme. At the Hairpin he grazed the banking but stayed with his machine. And his tactics paid off, for he was back in the lead with only two laps to go. Timekeepers at the measured kilometre on the straight down to Leathemstown recorded his speed as an incredible 107.9 m.p.h. It was just too good to last, for Gandossi reached Leathemstown Bridge and there he fell, remounting to come home fourth.

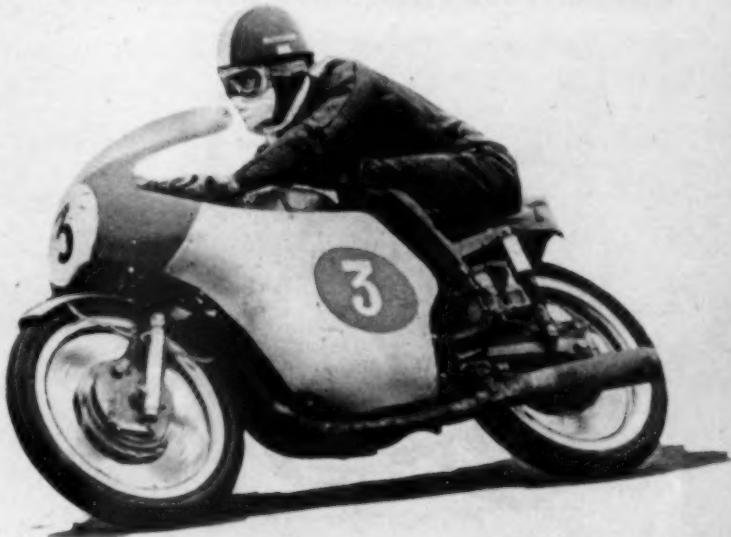
The 350 c.c. riders at least had the advantage of slightly better conditions for, as they came out to warm up their engines, the rain had eased and visibility was considerably improved. They took their places on the grid with Surtees and John Hartle (MV Agustas) sharing the front rank with Bob McIntyre and Taveri (Nortons).

The two fours screamed into motion and after them hared the Nortons of Terry Shepherd, Mike Hailwood, Bob Brown and McIntyre. All round the course McIntyre made progress to be fifth at Ireland's Corner and fourth at Jordan's Cross. Eyes turned toward the downhill, right-hand sweep leading from The Quarry to catch a glimpse of the leaders. Two white helmets could be seen above the hedgerow, two fours could be heard, then Surtees and

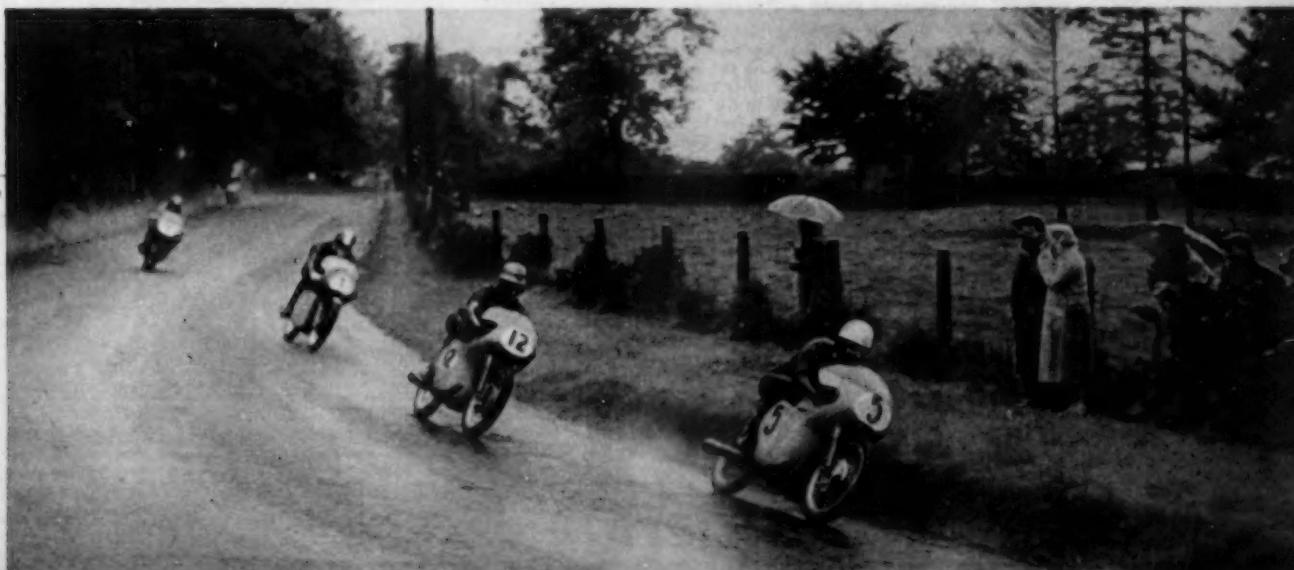
Hartle went past with perhaps 50 yards between them.

It seemed a long time before the next man came into view. And it was Shepherd, holding a solitary third place. Next to appear was Geoff Duke on his Norton special and McIntyre was hard astern of him. This particular scrap was destined to last for lap after lap. Then came an avalanche of machines, pouring past the pit area and fading away as one or two stragglers, unable to see through the clammy mist, made hurried pit-stops for fresh goggles. There were some who gave the day best and turned into the paddock—Bob Anderson, Dick Thomson and Jimmy Buchan among them.

The race went on. By Tournagrough on Lap 5 Hartle was leading Surtees. For a further lap they chased round, swapping



Winner of the 250 c.c. Race and of the 250 c.c. World's Championship, Tarquinio Provini heels his MV Agusta well over in Leathemstown Corner. Below: Scene at Ireland's Corner during the 125 c.c. event. Alberto Gandossi (Ducati) leads his team-mate Dave Chadwick from Provini and Luigi Taveri, on a third Ducati



places from time to time until Surtees tired of the game and spurted ahead. Meanwhile Shepherd roared on his lonely way and behind him Duke and McIntyre, side by side on occasion, relived old battles. Taveri overtook Hailwood and settled down into a comfortable sixth place while some way back Bob Brown, on Fron Purlow's Norton, prepared to move up a place or two. Derek Minter, too, was making steady progress.

At the half-way stage the order up front was settled—Surtees, Hartie, Shepherd—and there were to be no further alterations—but the Duke-McIntyre scrap was far from over; and Taveri was unaware of the trouble coming up from behind where Minter, having passed Hailwood and Brown, was lining up for another kill.

Chadwick went out of the race, retiring

Belfast lad, was third and catching up fast. There was jubilation in the stands! Robb was indeed moving, with Degner only just ahead of him, and it was no surprise to learn that at Leathemstown he was clear of the German.

But Ubbiali was taking no chances and he led by a clear 13 seconds. His lead had increased to 21s by the next lap and he went even farther ahead as the race ran its course. Provini toured in to retire, Hailwood dropped back to fifth and Chadwick began to recover ground he had lost, sweeping past Degner on the approach to Leathemstown to settle into third place.

On the eighth lap Hailwood, too, climbed ahead of Degner but as he passed Jordan's Cross his engine was sputtering and he failed to complete the lap. Ubbiali's lead had stretched to more than 90s as the

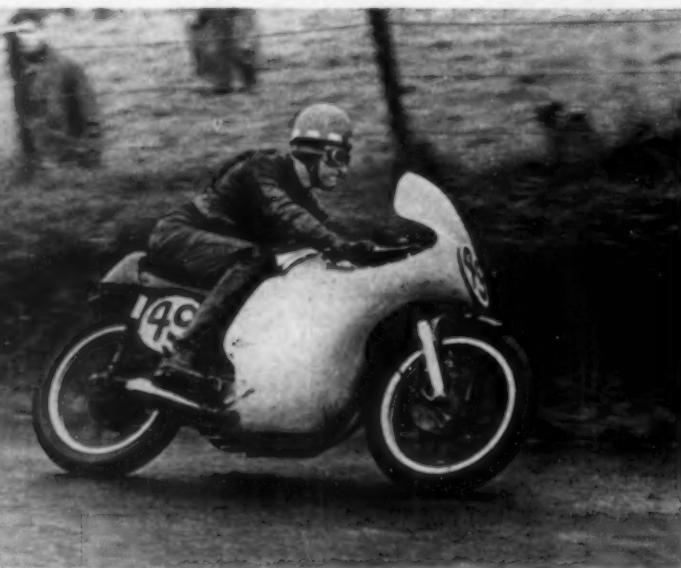
followed him through to lie 12th. One lap later Duke lay seventh, having passed the B.M.W. squabble which engaged the attention of Dickie Dale and Ernst Hiller, while Anderson was in the thick of the action.

Then Shepherd tailed Hartie and soon there were two Nortons separating the MV pair. Minter was up to fifth, Bob Brown sixth. The mist began to drift down again, with visibility at the Hairpin reduced to only 30 yards, but through it all the dog-fights raged.

Lap 8 saw Shepherd ahead of McIntyre and lying second to Surtees. On Lap 12 McIntyre was back and preparing to sell his place dearly. The pace was hot and for lap after lap the pair fought it out until three laps from the end, when Budore reported that McIntyre had passed but Shepherd was not in sight; at Rock Corner, a fast right-hander before Leathemstown, he had fallen heavily and received facial injuries.

Anderson, meantime, had disappeared from his eighth position with gear-box failure and Hiller, after completing a lap running on one cylinder, had packed up completely, leaving Dale to run home an unchallenged sixth.

Anderson, meantime, had disappeared from his eighth position with gear-box failure and Hiller, after completing a lap running on one cylinder, had packed up completely, leaving Dale to run home an unchallenged sixth.



Third man home in the 350 c.c. Race after a brilliant ride, Terry Shephard (Norton) peers through rain-spattered goggles at Tournagrough

with cramp induced by the cold, clammy weather. With only a lap to go, Taveri halted at Budore, his plug lead adrift. Brown and Hailwood repassed him and, as Hailwood came up to the line, so Surtees whistled past, a lap ahead, to claim the flag.

In the 250 c.c. Race Taveri faced the starter for the third time. Unexpectedly, he was mounted on one of Fron Purlow's N.S.U.s. But his ride was a short one for he was unhappy with the machine's handling and retired at the end of the first lap. Degner, meanwhile, had succeeded in keeping his snarling MZ twin just ahead of the MVs of Provini and Ubbiali. All three were 100 yards or more clear of Chadwick (MV), Tommy Robb (N.S.U.) and Hailwood (N.S.U.) as they went by to start Lap 2.

Out in the wilds beyond the hill, things were happening. At Tournagrough Provini led, Degner was second and Robb, the

last lap began but he still took no chances, crossing the line an easy winner with only four other runners remaining unlapped.

So to the 20-lap 500 c.c. Race and to a pile-up on the starting grid as the fast fell when Dick Thomson, J. Brown and Geoff Tanner (Nortons) collided in the getaway and withdrew. One result of the hold-up was that Geoff Duke, on a Norton with an experimental 93mm-bore factory engine, was last but one to get going, by which time Surtees and Hartie, with McIntyre in very close attendance, were well on their way to Leathemstown.

With two laps gone Mac was as close to Hartie as his own shadow and the Scot slipped into second place at Cochranstown, only to lose it by Ireland's Corner and regain it at The Quarry. While that was going on, two other riders were fighting their way forward from midfield: Duke hoisted himself from nowhere to 11th position on the second lap and Bob Anderson

|  | 350 c.c. Race—10 Laps—71.16 Miles |      |        |
|--|-----------------------------------|------|--------|
|  | b                                 | m    | s      |
|  |                                   |      | m.p.h. |
| 1. G. Ubbiali (MV Agusta)  | 0.87                              | 48.6 | 77.04  |
| 2. L. Taveri (Norton)  | 0.87                              | 48.6 | 77.04  |
| 3. D. V. Chadwick (Ducati)   | 0.88                              | 48.2 | 77.49  |
| 4. A. Giansanti (Ducati)   | 1.0                               | 22   | 73.71  |
| 5. H. Purner (MZ)  | 1.3                               | 4    | 70.54  |
| Completed 3 Laps.—A. P. Wheeler (P.B. Mondial).                    |                                   |      |        |
| W. M. Webster (MV Agusta). Completed 5 Laps.—W. Peden (Matchless). |                                   |      |        |
| Fastest Lap—Giansanti, 8m. 37.8s. 79.03 m.p.h.                     |                                   |      |        |

|  | 350 c.c. Race—10 Laps—144.0 Miles |      |        |
|--|-----------------------------------|------|--------|
|  | b                                 | m    | s      |
|  |                                   |      | m.p.h. |
| 1. J. Surtees (MV Agusta)  | 1.5                               | 50.8 | 80.46  |
| 2. J. Hartie (MV Agusta)   | 1.51                              | 49.6 | 79.69  |
| 3. T. R. Shepherd (Norton)   | 1.52                              | 48   | 78.99  |
| 4. G. E. Duke (Norton)   | 1.53                              | 28   | 78.46  |
| 5. R. McIntyre (Norton)  | 1.53                              | 28   | 78.28  |
| 6. D. V. Chadwick (Ducati)   | 1.54                              | 28   | 77.30  |
| 7. R. W. Brown (Norton). Completed 12 Laps.  |                                   |      |        |
| 8. M. B. Hailwood (Norton), L. Taveri (Norton), R. B. Rensen (Norton), R. McBrinn (Norton), J. Hempleman (Norton), J. J. Wood (A.J.S.), T. H. Robb (A.J.S.), S. Murray (A.J.S.). Completed 18 Laps.—M. B. Hailwood (Velocette), G. Gandy (A.J.S.), R. Pitton (Norton), J. J. Ahearn (A.J.S.), R. Rowbottom (Norton), K. M. Haldane (Norton), R. Coulter (B.S.A.), V. W. Cottle (A.J.S.), J. L. Tompsett (A.J.S.). Completed 17 Laps.—L. P. Young (A.J.S.), N. Coombs (Norton), J. Brown (Norton), J. B. Thompson (A.J.S.), G. Shattock (B.S.A.), J. O. Anderson (A.J.S.). Completed 15 Laps.—A. Lappin (A.J.S.), C. L. F. Anderson (B.S.A.). |                                   |      |        |
| Fastest Lap—Surtees and Hartie, 8m. 39.4s. 83.80 m.p.h. War Memorial Trophy (open handicap).—Hempstead. Confined Handicap.—Murray.   |                                   |      |        |

|  | 350 c.c. Race—11 Laps—68 Miles |      |        |
|--|--------------------------------|------|--------|
|  | b                              | m    | s      |
|  |                                |      | m.p.h. |
| 1. T. Provini (MV Agusta)  | 1.8                            | 52.4 | 77.41  |
| 2. T. H. Robb (N.S.U.)   | 10                             | 40.6 | 78.56  |
| 3. D. V. Chadwick (MV Agusta)  | 11                             | 41.8 | 78.46  |
| 4. D. D. Dawson (MZ)   | 13                             | 28   | 77.18  |
| 5. H. Purner (MZ)  | 14                             | 6    | 72.08  |
| Completed 11 Laps.—R. H. Dale (N.S.U.), D. G. Andrews (N.S.U.), S. Hodgins (Velocette), G. Henderson (N.S.U.). Completed 18 Laps.—W. Peden (Matchless), W. G. Dohany (Velocette), H. Warburton (Velocette), W. G. Dohany (Velocette). Completed 9 Laps.—E. F. Cope (Norton). |                                |      |        |
| Fastest Lap—Provini, 8m. 26.8s. 80.71 m.p.h. Cap Trophy (open handicap).—Robb. Confined Handicap.—Warburton.   |                                |      |        |

|   | 350 c.c. Race—12 Laps, 144.6 Miles |      |        |
|---|------------------------------------|------|--------|
|   | b                                  | m    | s      |
|   |                                    |      | m.p.h. |
| 1. J. Surtees (MV Agusta)   | 1.5                                | 52.2 | 80.73  |
| 2. R. McIntyre (Norton)   | 1.51                               | 30.6 | 85.27  |
| 3. J. Hartie (MV Agusta)  | 1.55                               | 17.2 | 84.86  |
| 4. D. V. Chadwick (Ducati)  | 1.57                               | 28   | 83.96  |
| 5. O. D. Degner (Norton)  | 1.57                               | 18.8 | 83.89  |
| Completed 10 Laps.—R. H. Dale (N.S.U.), R. H. Brown (Norton), R. B. Rensen (Norton), J. J. Wood (Matchless). Completed 18 Laps.—D. G. Chapman (Norton), R. Ferguson (Norton), J. J. Ahearn (A.S.C.), R. Pitton (Norton), A. Lappin (A.J.S.), S. Murray (Capro) (Norton), H. Grant (Capro) (Norton), D. Crawford (Capro) (Norton), H. Pieva (Norton), R. Farlow (Norton), W. N. McCosh (Matchless), J. Jones (Norton), E. Oliver (Capro) (A.J.S.), L. B. Ranson (Matchless), M. B. Hailwood (Norton). Completed 16 Laps.—H. Scheifele (Matchless). Completed 17 Laps.—M. Brown (Norton). |                                    |      |        |
| Fastest Lap—Surtees, 8m. 58.3s. 80.53 m.p.h. Governor's Trophy (open handicap).—Crawford. Confined Handicap.—Oliver.  |                                    |      |        |

14 AUGUST 1958

# 171 c.c. James Cavalier

**A.M.C.-powered Two-stroke Combining Good Looks with Excellent Hill Climbing and Comfortable Two-up Performance**

By  
BOB CHURCH

SOMEWHERE in the Midlands is a man with a penchant for selecting unusual but apt machine names. Take Cavalier, for instance—calling to mind the dashing, gallant, handsome; an admirable choice. The James model which bears that name matches up well enough to the description. Equipped with the efficient 171 c.c. A.M.C. two-stroke engine, the latest of the range is every inch a James, sharing with the smaller Comet and Cadet models the characteristic pressed-steel mid-section and cantilever rear mudguard.

To the clean styling of the rear end add a deep-section front mudguard, a compact engine-gear unit, a smartly tailored dual-seat and a long, shapely silencer and the result is a well-balanced design free from any suggestion of brittleness. Yes, on appearance, the Cavalier earns high marks. Yet its good looks have been obtained not at the expense of riding comfort. Small-capacity

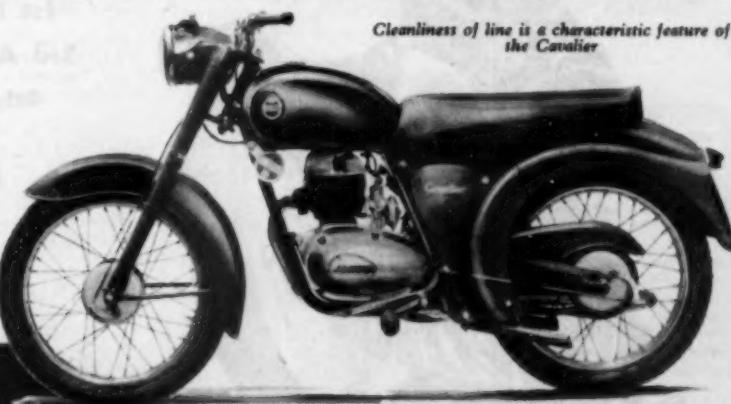
mount though the new James is, I found nothing cramped in the relationship between seat, handlebar and footrests. So first impressions were favourable, even before the engine fired.

Starting? Simplicity itself. The kick-starter is unusually long and one prod was sufficient to bring the engine to life. Mounted on the headlamp shell, the ignition switch provides both normal and emergency positions, and the engine would start with equal facility, and run, with the switch turned either way. An ammeter also as provided; in normal running it indicated a steady charge of four amps.

On the move, the Cavalier possessed quite a punch, with its greatest torque coming at the upper end of the r.p.m. range. And the four-speed gear box gave every inducement to use the intermediate ratios to the full, keeping the engine spinning by dropping from top to third, or even to second, when heavy traffic or a steeper-than-normal hill called for slackening of pace. The gear pedal has a pleasantly short range of travel. Gear engagement was positive and neutral could be found from either bottom or second without any difficulty.

One particularly satisfying feature was the relative freedom from four-stroking when running light or on the over-run. The silencer was well up to its job, and even when the model was driven hard the exhaust was inoffensive. Maximum speed, as

*Cleanliness of line is a characteristic feature of the Cavalier*



#### SPECIFICATION

**ENGINE:** A.M.C. 171 c.c. (59 x 62.7 mm) single-cylinder two-stroke. Caged-roller big-end bearing. Crankshaft supported in ball and roller bearings. Light-alloy cylinder head. Compression ratio 8.25 to 1. Petrol lubrication. Amal Monobloc type 370/1 carburettor with air filter and strangler.

**IGNITION AND LIGHTING:** Lucas RM13 6-volt 30-watt A.C. generator, with rectifier. Lucas 9-ampere-hour battery. Lucas 6in diameter headlamp with 30 24-watt main bulb.

**TRANSMISSION:** Four-speed gear box bolted to rear of engine. Gear ratios: bottom, 20.37 to 1; second, 12.77 to 1; third, 8.96 to 1; top, 6.9 to 1. Multi-plate clutch with cork inserts, running in oil. Primary chain, 1/2 x 0.25in. Rear chain, 3/8 x 0.205in.

**TYRES:** Dunlop Lightweight, 3.00 x 18in. front and rear.

**FUEL CAPACITY:** 2½ gallons.

**BRAKES:** Six diameter x 5in wide, front and rear, in full-width hubs.

**SUSPENSION:** Hydraulically damped, telescopic front fork. Pivoted rear fork controlled by coil springs and separate hydraulic damper unit.

**WHEELBASE:** 49in unladen. Ground clearance, 5in unladen.

**SEAT:** James foam-rubber dual-seat. Unladen height, 29in.

**WEIGHT:** 240 lb. dry.

**PRICE:** £120; with purchase tax (in Great Britain only), £149 14s.

**ROAD TAX:** £1 17s 6d a year.

**MAKERS:** James Motor Cycles, Ltd., Gough Road, Great, Birmingham, 11.

**DESCRIPTION:** *The Motor Cycle*, 14 November 1957.

indicated by the speedometer, was around 60 m.p.h., while the model would cruise happily with the needle climbing into the upper fifties whenever traffic allowed—and I am no lightweight, clocking 13 stones without riding kit. The power unit was smooth, although a tremor could be felt through the footrests and handlebar grips at 40 m.p.h. in top gear.

In the back lanes of the Lickey Hills, Worcestershire, I deliberately sought out gradients of the order of 1 in 5, but even from a standstill on the worst part of a hill the Cavalier could be accelerated, and it was often possible to engage third gear before the crest was reached. Both brakes were smooth and more than powerful enough for the machine's performance. The pivoted rear fork is controlled by two coil springs, with a single hydraulic damper mounted between the right-hand fork arm and the frame pressing. When the machine was ridden one-up the rear springing was slightly over-firm in operation. A greater measure of comfort was achieved when a pillion passenger was carried.

Experience with the Cavalier indicated that the one-seven-one certainly has a place. Speedier and more powerful than a one-fifty, it yet retains the extreme lightness and ease of control which is so much an attraction of the small-capacity two-stroke.

# CASTROL WINS

## LANCS GRAND NATIONAL

Outright Winner:—B. MARTIN (B.S.A.)

2nd B. Stonebridge (Greeves)

### SENIOR

1st B. Martin (B.S.A.)

3rd A. Lampkin (B.S.A.)

4th P. Taft (B.S.A.)

### LIGHTWEIGHT

1st GREEVES

2nd GREEVES

3rd GREEVES

(Subject to official confirmation)



THE MASTERPIECE IN OILS

# Letters to the Editor

## Moto-Cross des Nations

### Omission of Jeff Smith Kills Our Chances

I DO not always agree with the views expressed by Ralph Venables in his "Competition Commentary" but I must say that his indignation (July 17) at the omission of Jeff Smith from this year's Moto-Cross des Nations team was fully justified. Not only that, but I know it to have echoed the feelings of many people, including the six riders who were chosen. I happen to be a relative of one of them and what little confidence he had in the A.C.U. moto-cross sub-committee evaporated pretty smartly when he learned that Smith had been dropped (or "banished" as Venables put it).

In your issue for July 31 a correspondent signing himself "Nailbox" wrote five paragraphs in a futile attempt to justify the sub-committee's vindictive action. A bigger load of eyewash I have yet to see, and if the writer cares to study the details relating to the last three Moto-Cross des Nations he will soon see that Jeff literally won the events for England. His omission from the 1958 team kills our chances stone dead. Perhaps "Nailbox" can provide the nails to secure the lid of the coffin! "COGBOX"

Banbury, Oxon.

## A Leading Design

### Engineer's Appreciation of the New Ariel

AS a reader of your journal for nearly 40 years, I am compelled to write expressing my enthusiasm for the New Ariel. Here at last we have surely witnessed the arrival of a machine which will prove to the world that British designers are as capable of astute progress as any competitors.

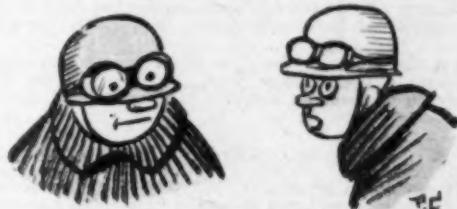
Although I have for many years left the ranks of two-wheeler riders, I see in the Leader a motor cycle which I would give almost anything to own and ride and for which, but for domestic reasons, I would willingly sacrifice the protection of my car. As an engineer designer myself, I consider that the Leader designer has shown great ability in every detail of the machine, which has been named most appropriately. I am in no way connected with the project and write only from the point of view of national pride in the achievement—and to prophesy that the manufacturers will be amply repaid for their enterprise. T. W. LUNN  
Hillingdon, Middlesex.

## Slipshod Regulations

### Perfectly Logical if Correctly Interpreted

ALTHOUGH I agree with I. Gordon Macleod (July 31) that certain night-trial regulations might be better expressed, the specific case he quotes is not so glaring as might appear at first

reading. "Any driver stopping within sight of an observer at any check will lose 30 marks. . ." So he should. This refers not to a legitimate stop for the purpose of checking in but to the panic pull-up outside, but within sight of, the control by a rider with too much time in hand who has suddenly spotted the observer. The check, after all, is intended to be secret and a



cluster of riders at the roadside, waiting their turn to check in, would give the game away to following competitors.

In the light of the foregoing explanation the second of the quoted regulations—"At secret checks it will be the driver's responsibility to stop"—falls into place quite logically. It is his responsibility to stop and to report his presence at once before departing as quickly as possible.

"PROSPERO"  
Birmingham, 13.

## Footpaths Controversy

### The Peak Brought into True Perspective

MAY I have the opportunity to deny Ralph Venables' statement (July 31) that I described county council and parish council members as being unbalanced in their information? On the contrary, I have always found, and still find, that the majority of elected councils are most considerate and helpful and in the Peak we have had the utmost assistance from these people, many of whom I now look upon as close friends.

The only time I ever referred to "unbalanced" was in connection with the constitution of the various National Park boards which are composed of nominees from the local authorities (who find the cash) and others appointed by the Ministry of Housing and Local Government. It is these others who unbalance. One would think that the sole purpose of National Parks was for ramblers or bird watchers and it is up to our own organization (the R.A.C. is ten years behind) to seek representation on these boards to balance the loud voice of the "long-haired men and short-haired women" (as they were typed by the late Alderman Charles White) of so-called amenity societies.



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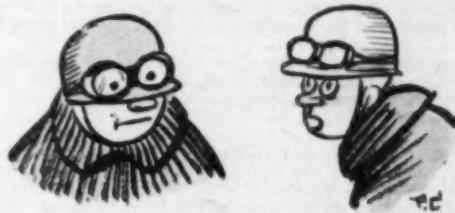
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We know, and so does everyone else in the Peak, that far ahead of the dislike of trials in the area is the overwhelming dislike of (a) the hikers, (b) the C.P.R.E. and (c) the Peak Park Planning Board, in that order, and it is only thanks to those members appointed by the county council (who are most respected) that the planning board is not much more cordially disliked. Out of about 22 members only two live in the Peak Park.

Sheffield, 10.

JACK WOOD

(Sheffield and Hallamshire M.C.)

### Couldn't Care Less

#### *Flaws in H. M. Palin's Suggestions?*

I AM prompted to reply to Mr. Palin's letter in *The Motor Cycle* for July 31. It seems to me that motor-cycle dealers as a general rule do not run petrol stations, so the rule to buy one's petrol and oil at such dealers could not be carried into effect.

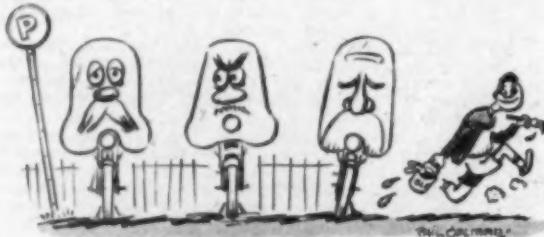
As to his suggestion that a list of specialist dealers might be published in booklet form, both the A.A. and the R.A.C. already do this in their excellent handbooks. P. C. LEADER

London, N.W.10.

#### *The Retail Repairer's Side of the Picture*

THE suggestion by H. M. Palin that a list of motor-cycle repairers be published in booklet form seems a sound idea at first, but further thought leads me to believe that very little use could be made of it. Apart from annual holidays, few riders venture far from their locality except at weekends, mostly on Sundays. Saturdays and Sundays, therefore, are the days when emergency service is most likely to be required.

However, as Saturday is the dealers' "bread-and-butter" day and the only day on which his regular customers seem able to come in for service requirements, and Sunday is the one day of the week when dealers are able to allow themselves to close down for a few hours, it can be seen that weekend service requirements and the facilities to cope with them are not, and never can be, complementary to each other. It would certainly cost too much for dealers to have motor-cycle mechanics on emergency duty at weekends, even just for the summer months, and I do not consider it reasonable to expect motor garages to effect anything but very minor repairs at weekends. Where would spares be obtainable for major repairs after 7 p.m. on Saturdays anyway?



Another point. If his booklet is published I suggest that Mr. Palin himself writes a foreword advising (a) that riders carry with them at all times a reasonable amount of cash to pay for possible emergency repairs (which they seldom do), (b) that A.A. and R.A.C. members carry with them at all times their emergency tow-in vouchers (which they seldom do), and (c) that riders collect their machines (left for major repairs) within a few days of being notified that the repairs have been completed (which they seldom do).

At the moment there are machines in our workshops which were left for repairs in our car garage on Sundays during the latter part of June. These repairs were completed in our motor-cycle workshops within seven days and the owners notified. Two follow-up letters have since been written to these people requesting that they come and collect their machines, but with no result. It would seem that we are expected to sit on £35 worth of repair bills, provide free garage and wait for the owners to save up the money!

Motor-cycle repair organizations are often accused of not giving enough service, but there is, I can assure everyone, the



other side to the story, part of which I have tried to illustrate in this letter. There is nothing to encourage repairers to open up at odd hours for emergency repairs. Apart from the cost, there is such a lack of appreciation shown by so many travellers who receive emergency repairs (sometimes during, for example, what should be a mechanic's lunch break) that I look back on my own motor-cycling days and wonder whether folk have really changed that much and, if so, why? Perhaps someone will enlighten me.

GEORGE EIGHTEEN

Reading, Berks. (General Manager, Great Western Motors)

### The Traffic Behind

#### *Why Mirrors Alone Are Not Enough*

I HOPE that "Disillusioned" (July 24) will find the following points pertinent to his query. First of all, he is not the first motor cyclist to fail the driving test for relying solely on his mirror when turning to the right. Driving mirrors on motor cycles are useful appendages but they have their limitations: for example, they can be misleading when the distances and speeds of following vehicles are being judged. Furthermore, when the mirror is mounted on the handlebar (as it almost invariably is) the field covered by it may not include all of the road behind the rider when the handlebar is turned slightly to the right or left. For these reasons, and perhaps others, Ministry of Transport examiners expect candidates to glance behind before cornering to the right whether they have mirrors or not.

I would also add that if "Disillusioned" approaches corners in a town at 30 m.p.h. he had better revise his ideas before applying for his next driving test or he is likely to be disillusioned for a second time.

G. G. CAMERON

### The National Rally

#### *Criticism from the Competitors' Viewpoint*

IN your July 24 issue J. Thomas drew attention to some of the shortcomings of the A.C.U. National Rally in its present form from the point of view of those who operate the controls. I should like to criticize it from the competitors' angle. After the criticism of the 1956 Rally I was frankly amazed to find this year's regulations virtually the same but with different dates. The A.C.U. Rally is certainly unique (thank goodness).

In what other rally do 18 per cent of the entries (23 per cent of the finishers) complete the road section with maximum points? In what other rally do the final results after 24 hours on the road depend on a "test" which is as fair and requires as much motor-cycling skill as drawing names out of a hat?

The main trouble is surely that it is not really difficult for anything over 250 c.c. to average 25 m.p.h. over 600 miles of first-class roads, with shared driving and no time checks at intermediate controls; also the route can be worked out beforehand. Such a schedule even allows time for meals (and I don't mean just cups of tea) and machine maintenance.

What a contrast between all this and a real rally such as the Morecambe or Scarborough in which one would be proud,

to win an award. As for the final test of the A.C.U. Rally the Union must be very proud of having thought this up but what exactly is it a test of? I have been wondering for two years and I still don't know.

Finally, if the National Rally must continue in its present form for yet another year—and it seems that it might since the A.C.U. exhibits that property of all large bodies, namely, great inertia—then may I suggest that the A.C.U. should be less lavish with controls in the south (see J. Thomas' letter) and move a few up to Scotland to make it a truly national event?

Edinburgh.

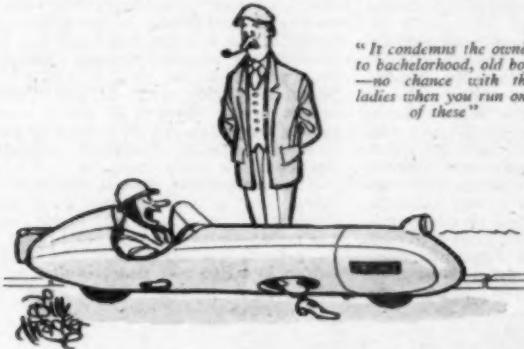
DEREK S. BLACKWOOD

### Insurance Premium

#### *Indignation at Substantial Premium Increase*

AFTER reading Jim Reid's letter (July 17) regarding the highway robbery of his insurance company, I feel bound to write and tell you how my insurance company has treated me. Your readers may put two and two together and think the same as I do. I have ridden motor cycles for 20 years and have been insured by one company. I am pleased to say I have never had reason to trouble them except to pay the renewal premium each year.

Last week I received a renewal notice, which added another £4 to my premium. Even with the no-claim bonus I shall have to pay £3 4s more than last year. I suppose they argue that



with more traffic on the roads there are more accidents. Surely if there is more traffic there will be more contributions to their coffers. If this is how they treat a careful rider they deserve that every one of their clients should have a pile-up.

The morning that I received the renewal notice I had travelled only five miles from home when, at the cross-roads, was a road-safety slogan: "Good Driving Pays." I want to know whom does it pay? At work I complained to a farmer about my insurance going up. He replied that he expected his to go up, as his old car was in a crash and one month after receiving his new car he damaged its side by driving into the garage door. You can guess what I thought.

Shrewsbury.

W. E. SOCKETT

### One Man's Meat

#### *It is All a Matter of Personal Preference*

OVER the years there have appeared many letters from enthusiasts praising the merits of whatever brand of machine takes the cosiest corners of their fancy. Of late, the Vincents have come in for publicity in this direction. I write without any intention of causing argument, but I would like to put the following opinions forward.

In the first place, there are undoubtedly many people who are greatly impressed by gleaming advertisements, road-test reports and the like. But what amuses me, in these days of amalgama-

The Editor does not hold himself responsible for the opinions of his correspondents. Letters should be addressed to the Editor, "The Motor Cycle," Dorset House, Stamford Street, London, S.E.1, and must be accompanied by the writers' name and address.



tion, is the fact that, in many cases, the only real differences between two new machines of given size and capacity are the name on the tank, the colour and possibly some minor difference in the shape of a component or two here and there! Even so, each claims to be the best in some way or other. The same is apparent, of course, in the car world.

I am very much against all this amalgamation, for it has the effect of killing real competition. Without the latter we cannot hope for machines which are truly designed as a whole to be something out of this world in all-round, full-blooded quality and efficiency. The same, too, applies to price competition. Particularly among two-stroke lightweights of today are my views apparent. The few small firms which remain independent are, I suggest, ahead of the big combines. This in spite of the fact that they employ similar power units.

My own mount is a Sunbeam S7. I will evoke no argument, I hope, by merely saying that I found my own ideal in it after a considerable number of other makes had been sampled. It is simply a matter of what delights one will sour another.

Nottingham.

"PRIVATE ENTERPRISE"

### Henry D. Teage

#### *Tribute from a Famous B.S.A. Technician*

I CANNOT let the news of Henry Teage's passing go by without offering a tribute to this outstanding personality in the field of motor-cycle journalism. I made his acquaintance nearly 40 years ago when, as a very junior technician, I first had the privilege of showing him some of our new models.

Even in the early days I was quickly impressed by his great personal charm, his quiet dignity and his profound technical knowledge. The years that have elapsed have served to strengthen those impressions and, like many who were fortunate also to enjoy his friendship, I am deeply conscious of the loss which our movement has suffered.

D. W. MUNRO

Birmingham, 11.



## MODERN ENGINES

# 170 c.c. Lambretta TV175

ALAN BAKER, B.Sc., A.M.I.Mech.E.,  
THE TECHNICAL EDITOR,  
INVESTIGATES AN  
UNUSUALLY INTERESTING  
SCOOTER POWER UNIT

**T**HIS article breaks new ground in two respects: it is the first in the "Modern Engines" series to deal with a scooter power unit and it is the first in which the subject is not of British design and manufacture. Partial justification of this double innovation is the last-but-one sentence of the road-test report on the Lambretta TV175 published in *The Motor Cycle* for April 3: "Without question the TV175 is one of the world's outstanding scooters." Primarily, however, the unit is of considerable technical interest, much of which stems from the fact that it was designed not on its own but as an integral part of the complete machine.

As is well known, the Innocenti concern of Milan, which manufactures the Lambretta, was one of the pioneers of the post-war breed of scooters; its know-

ledge and experience have therefore been acquired the hard way. Introduced toward the end of last year, the TV175 created a sensation throughout Europe because of its radical departure in several respects from what had come to be regarded as the standard Lambretta practice.

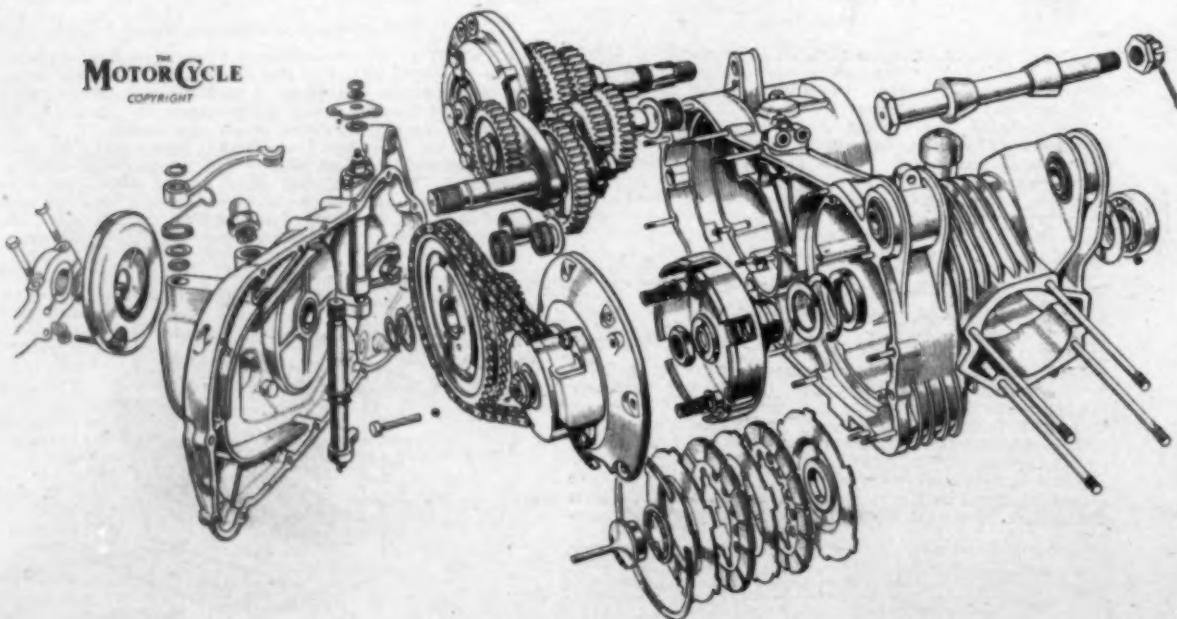
While the familiar pivoted engine-transmission unit is retained, the cylinder is horizontal instead of almost vertical. In place of the bevel-gear primary drive, longitudinal-shaft, three-speed gear box and shaft final drive is a chain drive to a transverse, four-speed gear box with its output shaft integral with the live rear stub axle. Altogether a very different proposition and one which raised a number of queries in my mind when I studied the unit at Lambretta Concessionaires' Beverley Works on Kingston By-pass.

The horizontal-cylinder layout was

chosen for a number of reasons. Production costs had, of course, to be kept to a minimum but a higher performance level than on previous units was required. Since the single-tube frame had proved thoroughly satisfactory it was desired to retain it, but a larger fuel tank and the provision of adequate stowage space for tools and oddments were wanted. The lowest reasonable centre of gravity was sought in the interests of stability and ease of handling. All these requirements were best met by having the cylinder horizontal.

That arrangement brought other advantages. Engine cooling is improved, particularly in the exhaust-port region, and the heated air is more readily extracted. As a result the temperature around the battery and fuel tank is lower than with the earlier layout. The siting of

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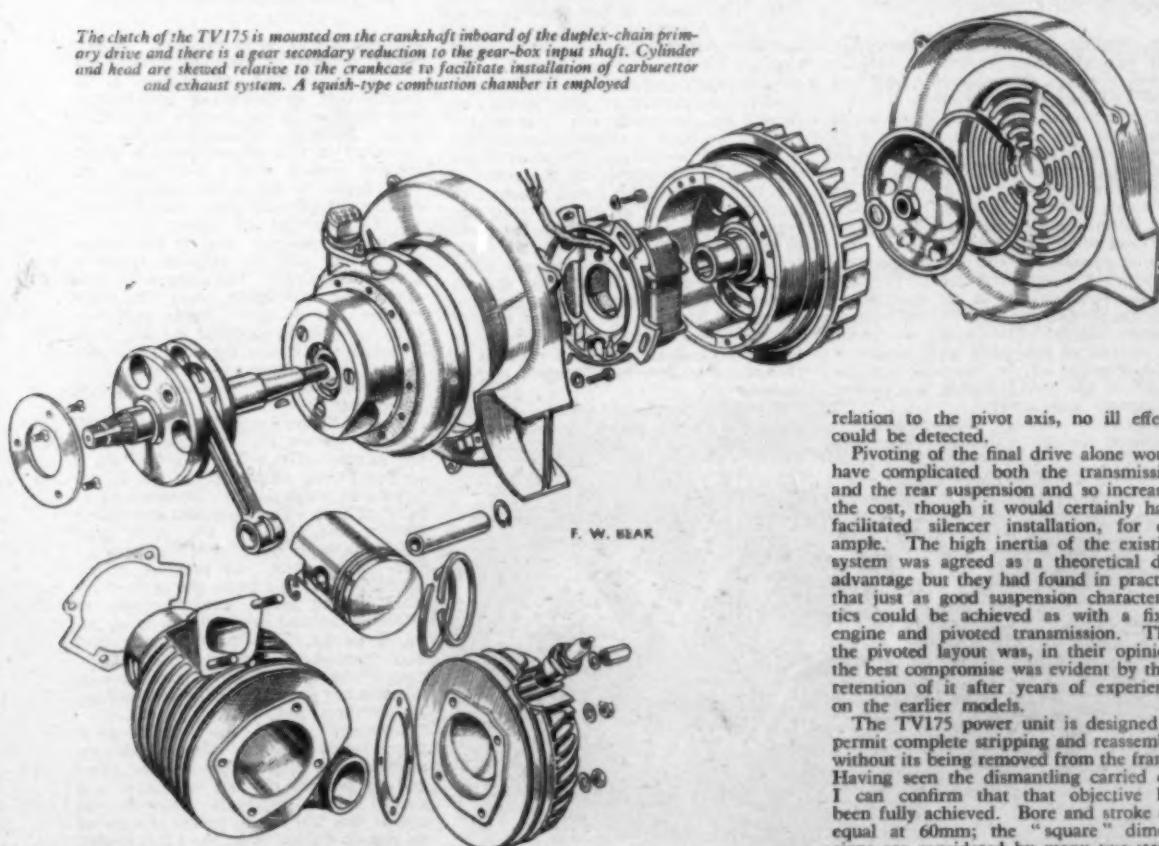


the carburettor has been improved in that it permits a longer induction tract—found necessary for higher performance—and enables the frame tube to be used as a means of drawing intake air from a dust-free region. Finally, the redisposition of the masses has improved the location of the mounting pivot relative to the centre of gravity and so has led to better suspension action.

I suggested that a transverse cylinder would have given a more compact layout but was told that it had been rejected because of the excessive weight bias that would have occurred on one side. Also, it would have necessitated a bevel-gear drive—which they wanted to avoid in the search for simplicity in servicing and replacement—and the gear control would have presented greater difficulties.

Before getting down to details, I sought the official view on pivoting the engine and transmission as a unit. Construction is thereby simplified but the inertia about the pivot is high, a factor which should in theory militate against good suspension characteristics. Moreover, one would expect that carburation would be upset on rough roads. On the last point I was assured by Innocenti that, because of the careful disposition of the carburettor in

*The clutch of the TV175 is mounted on the crankshaft inboard of the duplex-chain primary drive and there is a gear secondary reduction to the gear-box input shaft. Cylinder and head are skewed relative to the crankcase to facilitate installation of carburettor and exhaust system. A squish-type combustion chamber is employed*



## Technical Data

**CAPACITY:** 169.65 c.c.

**BORE:** 60mm.

**STROKE:** 60mm.

**COMPRESSION RATIO:** 7.25 to 1.

**PISTON-RING END GAP:** 0.008 to 0.014in.

**PISTON-RING SIDE CLEARANCE:** Minimum, 0.0012in; maximum, 0.0036in.

**PISTON CLEARANCES:** Top land, 0.0098in; bottom of skirt, 0.002in.

**PORT TIMING:** Inlet port opens 71½ deg before top dead centre; exhaust port opens 76 deg before bottom dead centre; transfer ports open 65 deg before bottom dead centre.

**IGNITION TIMING:** Contact-breaker points begin to open 27 ± 1 deg before top dead centre.

**ENGINE DIMENSIONS:** Crankshaft magneto-side double-row ball bearing, 25mm bore x 52mm outside diameter x 20.6mm wide; drive-side ball bearing, 25mm bore x 52mm outside diameter x 15mm wide; clutch-centre ball bearing, 20mm bore x 47mm outside diameter x 14mm wide; engine-sprocket outboard ball-bearing,

15mm bore x 35mm outside diameter x 11mm wide. Crankpin, 0.902in diameter x 0.502in long over journal. Big-end bearing comprises one row of 17 rollers, 3 x 11mm; small-end bush, 0.631in bore x 0.746in outside diameter x 0.708in long; connecting rod length, big-end to small-end centres, 4.567in.

**CARBURETTOR:** Dellorto type MB-23-B55; 23mm choke diameter; 105 main jet; 23 throttle slide; needle clip fitted in second groove from top.

**TRANSMISSION:** First stage, 6in-pitch duplex roller chain on 0.84in nominal centres. Chain length, 68 pitches; 17-tooth engine sprocket, 44-tooth driven sprocket. Second stage, spur gears, 18 and 33 teeth, on 1.407in centres.

**GEAR-BOX DIMENSIONS:** Shaft centres, 2.480in. Input-shaft ball bearing in end cover, 20mm bore x 47mm outside diameter x 14mm wide; needle-roller bearing in transmission case, 22mm bore x 26mm outside diameter x 10mm wide. Output-shaft needle-roller bearing in end cover, 52mm bore x 57mm outside diameter x 12mm wide; ball bearing in transmission case, 25mm bore x 52mm outside diameter x 15mm wide. Internal ratios, 2.85, 1.94, 1.45 and 1.13 to 1.

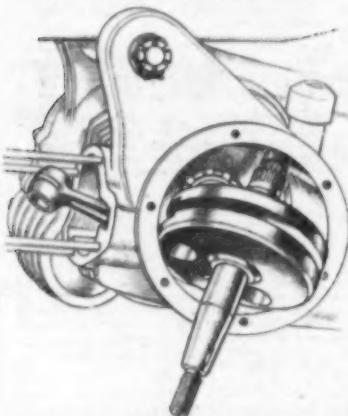
relation to the pivot axis, no ill effects could be detected.

Pivoting of the final drive alone would have complicated both the transmission and the rear suspension and so increased the cost, though it would certainly have facilitated silencer installation, for example. The high inertia of the existing system was agreed as a theoretical disadvantage but they had found in practice that just as good suspension characteristics could be achieved as with a fixed engine and pivoted transmission. That the pivoted layout was, in their opinion, the best compromise was evident by their retention of it after years of experience on the earlier models.

The TV175 power unit is designed to permit complete stripping and reassembly without its being removed from the frame. Having seen the dismantling carried out I can confirm that that objective has been fully achieved. Bore and stroke are equal at 60mm; the "square" dimensions are considered by many two-stroke

experts to combine compactness with the best compromise between pumping and volumetric efficiencies.

A beautiful, light-alloy pressure die casting, internally ribbed where necessary for strength, forms the basis of the unit and embodies the crankcase and gear



*Showing how the crankshaft is withdrawn from, or assembled into, the open-ended crankcase*

box. At the upper front are two large lugs, into which are pressed the bonded-rubber bearings through which the unit is pivoted from the frame tube.

The left-hand side of the crankcase is open and the crankshaft assembly is inserted and removed from that side. The spigot-fitting end cover contains a double-row ball main bearing and to its outer face is bolted the stator of the four-pole Filso flywheel magneto. The drive-side mainshaft is supported in a ball bearing pressed into the wall of the main casting. A departure from previous practice is lubrication of the main bearings by petrol and not by oil from a separate supply. The change was made for reasons of simplicity and, thanks to pre-lubrication of the bearings and the improved oils now available, has proved completely satisfactory.

Orthodox built-up construction is employed for the crankshaft which has

full-disc webs integral with the main-shafts. Of case-hardening nickel steel, the crankpins are a parallel press fit in the webs. Balancing is achieved by a large hole in each web on each side of the crankpin and by a reduction in width over the crankpin half of the web. An indication of the manufacturing care which goes into the unit is that the journals are finish-ground after the assembly is built up. This ensures real accuracy of running but means that splitting and rebuilding is a job for the factory.

The connecting rod, a steel stamping, has the usual lubrication slots at the big-end and small-end eyes. The big-end bearing comprises one row of 27 needle rollers measuring  $3 \times 11\text{mm}$ , in a light-alloy cage. Length of the connecting rod is 1.93 times the stroke—an average figure for such an engine.

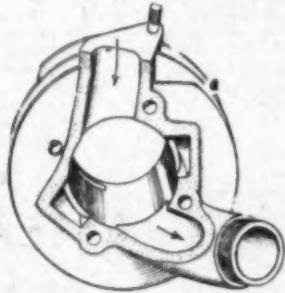
With its two rings and transfer cut-aways on the skirt, the piston is of orthodox design and has a shallow-dome crown. The squish-type combustion space in the light-alloy cylinder head is not machined. In shape the space comprises a small-radius part-sphere superimposed on one of larger radius but with an offset which gives a crescent-shape squish area, the edge of which is rounded. The offset is diametrically opposite the exhaust-port side. This formation has been found to give good combustion with a relatively low rate of carbon build-up and to accept the high compression ratio necessary for the desired performance. Although, ideally, the sparking plug should be located on the squish axis, it is sited a little to the right to enhance accessibility.

Because of installation difficulties which would otherwise occur, all the ports in the cast-iron cylinder barrel are rotated clockwise (viewed from the rear) by approximately 20 degrees from the plane of symmetry. Thus, the left-hand transfer port is slightly higher than the other and the inlet and exhaust ports are not in the vertical plane. To give internal symmetry, however, the cylinder head is skewed by the same amount. The skewing of the transfer ports has resulted in no noticeable flow bias towards one or the other.

Again for installation reasons, the inlet and exhaust tracts are nearly tangential to the cylinder, with roughly a right angle

between their axes. The inlet tract has a steep down draught angle relative to the cylinder and its rectangular section becomes wider and shallower as the port is approached. A wide port and progressive tract formation have been found to promote good filling at high r.p.m. without loss at the bottom end, i.e., the torque curve is satisfactorily flat.

The exhaust tract in the barrel casting curves upward relative to the cylinder and is unusually long. Its length is to bring the pipe well clear of the ground while enabling the Lambretta screwed



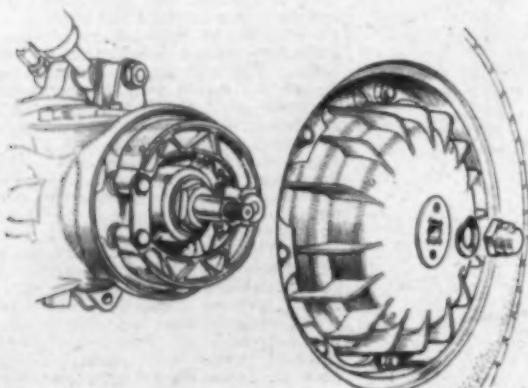
*The exhaust tract is unusually long and both it and the inlet passage are nearly tangential*

attachment ring to be retained. A long tract is believed by some designers to give rise to unduly high temperatures in the exhaust-port region through feed-back of heat given up to the tract by the exhaust gases. However, no trouble has been experienced in that respect because of the efficient cooling already mentioned. As one expects nowadays, the characteristics of the exhaust system have been carefully mated to those of the engine.

Transfer passages start in the crankcase mouth and the cylinder spigot is ported accordingly. The passages have an appreciable inclination away from the exhaust side of the cylinder and their backs are at right angles to the side walls, a feature which aids the directional control of the gas streams when they enter the cylinder, thus promoting efficient scavenging.

Ran at engine speed, the clutch is sandwiched between the crankcase wall and the primary drive. The clutch drum is splined to the mainshaft and has an extension on which rubs the crankcase right-hand oil seal. There are only two clutch springs and, because the drive goes axially through the clutch the pressure plate is the first, not the last, to be assembled. It also forms one of the three plain driving plates, the outermost of which is retained in the drum by an internal circlip. The two driven plates have bonded-on, cork-base friction segments. An unusual detail is the use on the pressure plate of a ball thrust bearing for the thrust rod.

Innocenti prefer an engine-speed clutch for two reasons. First, the driving assembly has considerable flywheel effect and so permits the use of lighter and smaller internal flywheels. Secondly, the engine was laid out to permit the use of an electric starter, as on the LDA model; the clutch drum forms a convenient



*The light-alloy rear brake-drum shell forms the wheel hub and has a taper-and-keys mounting on the live stub axle*

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Subject to official confirmation

7/9 August, 1958

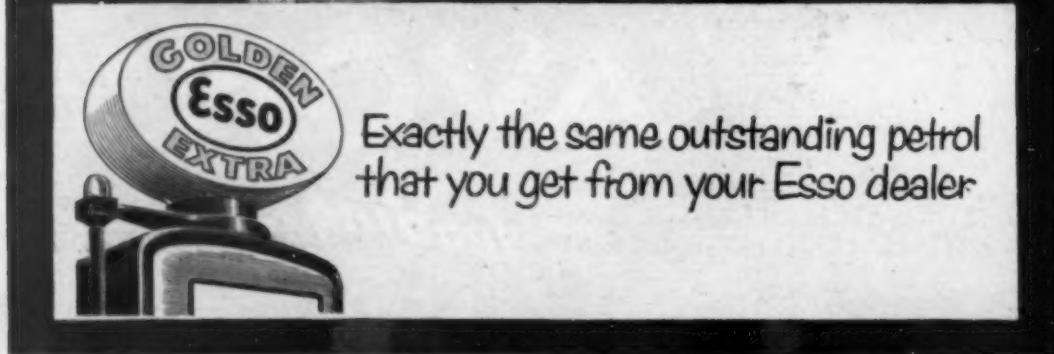
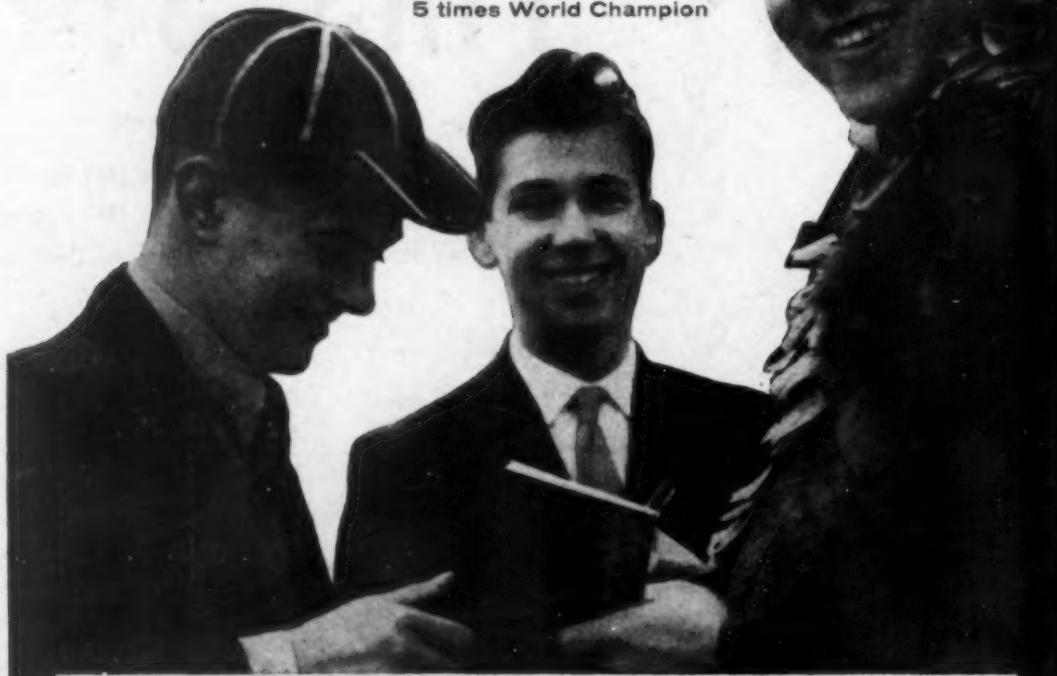
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mounting for the toothed ring engaged by the starter.

Carrying the clutch centre is a short shaft running in two ball bearings. One bearing is in a circular housing which spigots into the clutch compartment and the other is outriggered from the housing. Between the bearings lies the engine sprocket for the jin-pitch duplex chain of the primary drive. This chain might be thought unnecessarily sturdy for a 170 c.c. two-stroke. However, as the chain is non-adjustable and its replacement involves a fair amount of work, the makers consider the longevity of primary importance.

The large sprocket of the primary drive embodies an overload slipping device to prevent gear-box damage in the event of really clumsy or brutal treatment, such as the sudden engagement of second gear from neutral at a relatively high road speed. Main components of the device are a dished spring plate and a flat plate with brass inserts. They are tightened together by means of a torque-limiting wrench and slip occurs at a nominal torque of 116 lb ft.

Mounted on two spaced needle-roller bearings, the hub of the overload device floats on the kick-starter shaft which, in turn, is supported in bronze bushes, one in the transmission-case outer cover and the other in the gear-box end plate. On the hub is a small spur gear which meshes with another on the gear-box input shaft, but outboard of the bearing, to provide the secondary reduction. The face ratchet and gear of the kick-starter mechanism are immediately behind the gear-box end plate and the gear meshes with the bottom-gear input pinion.

Other things being equal, a reduction in rotational speeds in a gear box makes for easier gear changing. And since the TV175 box follows two reductions, its changing characteristics are good. Gear layout is of the type becoming increas-

ingly popular on the Continent: the four input gears are fixed to their shaft while the others float on the output shaft. Operation of the selector locks the appropriate output gear to its shaft.

The advantages of this construction are compactness, rigidity and minimum weight. The absence of sliding-dog members shortens the cluster appreciably and the shafts are consequently less liable to deflection which can give rise to noise. Low weight, of course, results from the shortness of the box. Since, as mentioned earlier, the rear wheel is carried on the output shaft, a short box is advantageous.

All gears are of nickel-chromium case-hardening steel and the input group is machined from a single forging. The left-hand end of the forging runs in a needle-roller bearing in the main casting. The input shaft is supported in a ball-bearing in the gear-box end cover and its other end is splined into the gear forging; in turn, the right-hand end of the forging is a push fit on to a spigot on the shaft immediately inboard of the ball bearing.

Of large diameter and hollow, the combined output shaft and stub axle—also in nickel-chromium steel—is carried in a ball bearing in the main casting and a needle-roller bearing in the gear-box end cover. For rigidity the cover is of cast iron and it is located by two hollow dowels. There are four splines at 90 degrees on the main portion of the shaft on which float the driven gears; each of them has four similarly disposed cut-outs in its bore.

In the splines lie four blocks linked by axial rods to a flange on an extension of the gear-location plunger which lies within the shaft. On the plunger are five circumferential grooves of conical form; they are located in turn by two spring-loaded steel balls disposed diametrically in holes in the shaft and retained by the inner race of the aforementioned needle-roller bearing. The right-hand extremity

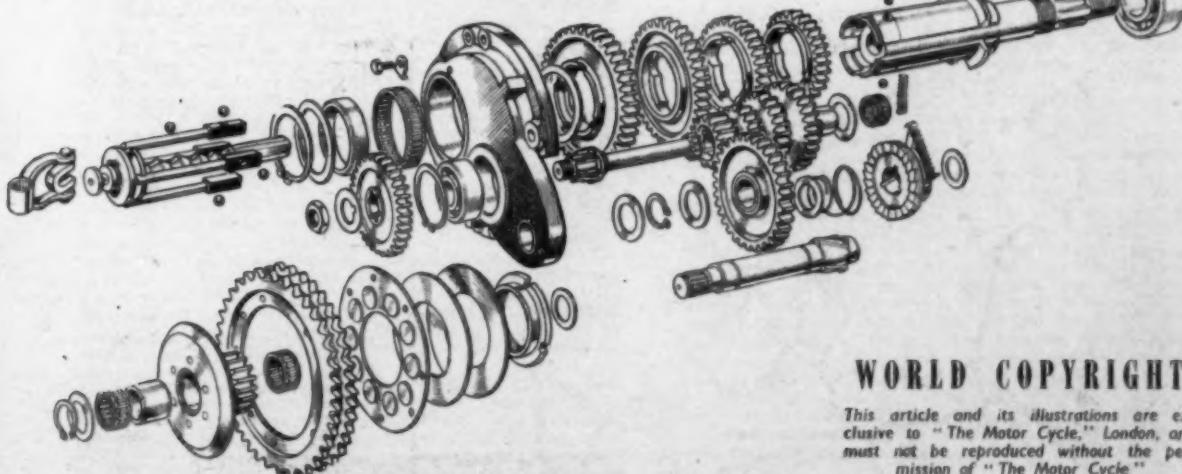
of the plunger extension is grooved to accept a horseshoe piece pivoted to a wishbone splined to the end of the cable-actuated gear-change shaft. Rotation of the shaft thus moves blocks and plunger together.

Spring loaded outward in a hole within each block is a steel ball which forms a male dog. Movement of the selector plunger causes the balls to enter the cut-outs in one of the gears, thereby preventing that gear from turning relative to the shaft (other than by the amount permitted by the backlash necessary for easy engagement).

The German Getrag gear box, with its electro-magnetic change, operates on a similar principle but the locking is by means of balls spread along radial holes in the shaft by a wedge member on an internal, axial rod. On inquiring, the reasons for the similarity with a difference of the TV175 scheme, I was told that while Innocenti favour the wedge operation for an electro-magnetic control or other system in which the speed of the change does not depend on the skill of the rider, manual operation, on the other hand, results in too great a facility for finding neutrals between the gears, and this could cause undesirably rapid wear of the wedge. The Lambretta system gives satisfactory positive changing without excessive twist-grip travel.

The rear-brake mechanism is mounted directly on the main casting and the cam is rotated by a cross-shaft supported in the casting and side cover. Separate heel pivots are employed and the light-alloy shoes are beautifully ribbed for stiffness. The lined, light-alloy brake drum has radial fins for cooling and strengthening; it forms the wheel centre and its boss is taper bored with four 90-degree keyways to fit on a similarly tapered and keyed end to the axle. It forms an excellent attachment which combines rigidity with freedom from possible fretting of the keys.

*The four driving gears of the gear-box cluster are integral while the driven gears float on their splined shaft; the required gear is locked to the shaft by the balls in the four sliding blocks seen on the left*



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# Pass Storming at Night

FUN FOR TWO AMONG THE MOUNTAINS

OF NORTH WALES : AND THERE WERE  
EGGS AND BACON FOR BREAKFAST

**M**Y friend and I had been on many long journeys together. But the night ride we were to undertake, while not the longest, was by far the most ambitious that either of us had ever experienced. We planned to cover 13 mountain passes in North Wales, some of them good main roads and others definitely "observed-section" stuff. We estimated the distance involved to be just short of 300 miles.

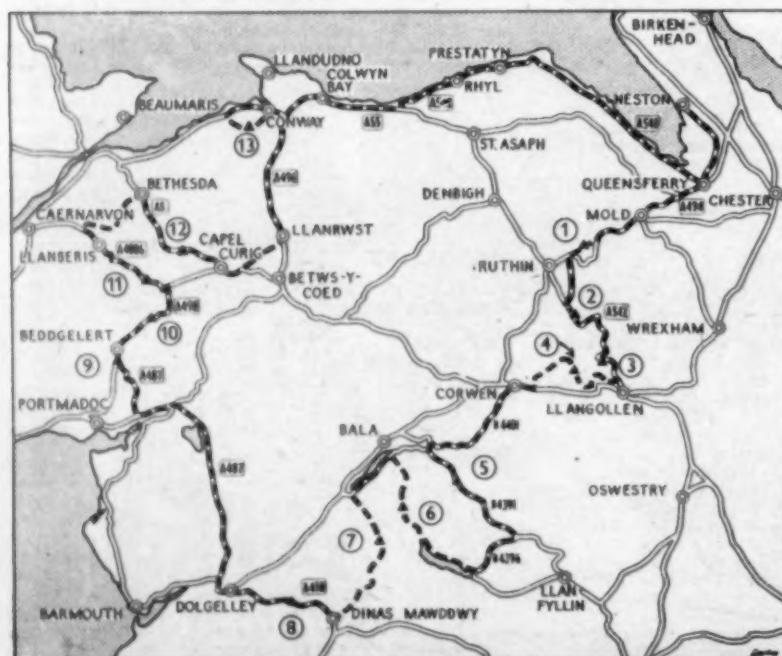
It was eight o'clock on a cold evening when we left Neston in the Wirral, with patches of fog here and there. Our machine, a 224 c.c. D.M.W., was in perfect tune and the powerful headlight carved into all but the thickest mist. As we crossed the Dee at Queensferry, we remembered many exasperating hours spent on holidays crawling along nose to tail in company with hundreds of other motorists making their way into Wales. But that night we had the highway to ourselves. Soon after passing through Mold we turned off the main road along the narrow lane which leads to the summit of the Bwlch Pen Barras. This pass, a favourite with motor clubs, is often used in local rallies; we know it well and climbed swiftly to the top, pausing there to admire the twinkling lights of Ruthin below us, and the rest of the vale bathed in the cold light of the moon.

BY K. D. FAICHNEY



Down we swooped to join the main road, only to leave it very shortly and make our way via Graig Fechan and Pentre Celyn to the foot of the Nant y Garth Pass. Not a very steep road, this one; but it has many tricky bends and led us "with care" to the Horse Shoe Pass. There we halted to smoke a cigarette, relish the deep peace around us and praise the little machine that was going so well. Five minutes later, we were groping our way down the Horse Shoe Pass in fog so thick that it seemed as if our journey would have to be abandoned. Gradually, however, the fog cleared and once more the D.M.W. howled along on a wide throttle.

Leaving the Llangollen road we turned right to a minor road that makes its way along the north bank of the River Dee to Carrig. Shortly after passing the bridge at Glyndyfrdwy we branched right and made our way steeply, in first gear, over the Llantysilio Mountain to the village of Brynegiwy. This pass, Bwlch-y-Groes, not to be confused with the famous test hill near Dinas Mawddwy which we ascended later in the run, is unmade for



Route followed by the author and his pillion passenger. Numbers refer to passes: 1, Bwlch Pen Barras; 2, Nant y Garth; 3, Horse Shoe; 4, Bwlch-y-Groes; 5, Millir Corrig; 6, Hirnant; 7, Bwlch-y-Groes; 8, Bwlch Oerdredd; 9, Aberglaedyn; 10, Guyman; 11, Llanberis; 12, Nant Efrancon; 13, Sychnant. (Map—Crown copyright reserved)

most of its length and demands care during daylight; but at night we found it real trials stuff and although we completed the section without footing, we blessed the high, bright moon.

From Bryneglwys we followed minor roads to Corrog, where we crossed the Dee to gain A5 and push on to Corwen; then left at Corwen, through Cynwyd, to Llandrillo, where we stopped to fill the tank from the can we had been forced to carry. We refuelled under the solitary village light, presenting the gallon can to two startled natives who eyed us with suspicion as we vanished into the night. A few more miles saw us at Milltir Cerrig—the Mile of Stones—high on the pass that crosses the Berwyn Mountains.

From this vantage point we should have seen by daylight a long, steep, grim valley and a road carved in the sheer mountainside. That night the mountains were bathed in ghostly moonlight, their peaks clear against the dark sky and their steep sides dropping into mist. The heavens were bright with stars which seemed so much closer than they do from the city. The whole scene was so different from what I expected to see that it was some moments before I reassured myself that we were really on the Llanfyllin road; that everywhere would look quite different in a few hours' time when daylight came and the mist was banished by the sun's warm rays. It was a beautiful, fantastic sight and I recalled the story of the Hounds of Hell who haunt the Berwyns, pursuing weary travellers and claiming them for the devil. We tarried no longer. I kicked the machine into life and we plunged into the mist, leaving the Mile of Stones far behind.

At the village of Pen-y-Bont Fawr we turned right into the deep forest and from the shores of Lake Vyrnwy, headed towards the sixth pass on our list—the Hirnant.

It is an unmetalled track seven miles long, leading from the north end of Lake Vyrnwy to Bala. Steep in places and deeply rutted with rain courses, the road is (as the notice confirms) unsuitable for motor vehicles. Over this primitive, desolate pass we crawled, mostly in second gear, but often in first, again completing the section without loss of marks and finally reaching a decent road surface where we hurried on towards Bala.

Over the indifferent surface of the road that runs along the south shore of Bala Lake we sped to the village of Llanuwchllyn. Beyond this village lies the highest pass (1,790ft) in Wales—Bwlch-y-Groes, or Pass of the Cross, so named because of the old custom of erecting a cross at the road's highest point. Strange ground, this; and we nearly overdid it once or twice on the many sharp bends; but we reached the top of the pass with its average gradient of 1 in 7 safely and stopped to enjoy cold bacon sandwiches and hot, sweet tea. Cigarettes followed as we sat and surveyed the shifting shadows around us. A big Welsh black bull with long curling horns made our hearts leap by suddenly materializing close beside us and we decided to move on without delay. Not long after we arrived at Dinas Mawddwy.

In the little village of Dinas we had sometimes seen the curtains gently moved to one side as we passed along the street. No curtains were moved aside that night, for the good folk were all tucked up in their warm beds and not likely to be disturbed by our unobtrusive exhaust as we headed for Bwlch Oerddrws, our eighth pass.

The road winds quite level alongside the river at first, then sweeps suddenly up to the head of the pass. First gear has to be used, for the gradient is steeper than 1 in 7. In a little while we were passing through sleeping Doigelly and heading north through the thickly wooded valley of Gan Llywd. A beautiful valley this, lush and green in summer; but tonight the trees held



bare boughs against the sky and care was needed on the leaf-covered road. On we sped through Trawsfynydd and down to Maentwrog in the Vale of Ffestiniog, then west to the neat little town of Penrhyndeudraeth, and north again to pass number nine—beautiful Aberglaslyn.

Through Beddgelert—a pity if the legend of Gelert's grave was only a publicity stunt!—past the cold waters of Llyn Dinas and Llyn Gwynant we rode, then up again over the Gwynant Pass. It was strange to see the bright lights of the power house far below us and to remember that many farmers thereabouts still have to use oil lamps. The road levels suddenly and, turning left at the Pen-y-Gwryd Inn, haunted of so many Snowdon-range mountaineers, we made our way up the Llanberis Pass. It was bitterly cold and we lost height quickly as we hurried down to Llanberis, leaving our 11th pass behind us.

Softly we passed through Llanberis and Bethesda, where, no doubt, we helped to waken a few early-rising quarrymen, before climbing the Nant Ffrancon Pass and roaring on by A5 to Capel Curig. I remembered that it was along this road many years ago that the Welsh black cattle were driven to the English markets, their hooves specially shod for the long journey. We turned left at the Ugly House on a badly-surfaced road which led past some disused lead mines, their gear heads grim and gallow-like. The road dropped steeply through the forest and deposited us in the Conway valley.

Not many miles now and we would be heading for home. With this thought in mind, we missed our way and found ourselves in Conway. We lit up and consulted the Ordnance maps that had guided us so well over our long and complicated route. Suddenly, as always, the long arm of the law appeared. What were we doing? Where had we been? We explained everything to the young constable and he invited us to accompany him to the police station. There, instead of locking us up, he made tea and directed us to pass No. 13—the Sychnant.

We climbed this last pass, rather too tired to be impressed by its steepness, and joined the main road at Penmaenmawr, there to head for home at full speed. Following the coast road to Queensferry, we hurried over the river bridge. Eleven hours earlier we had crossed in the other direction, fresh and eager; but now we forgot the rugged mountain roads of North Wales and dreamed longingly of armchairs, fire and bacon and eggs.

We reached home at 7 a.m. Over breakfast we discussed various parts of the route. With enthusiasm renewed, we fell to pondering the total number of passes in North Wales; the total mileage that would be involved. But for the moment we were well satisfied with our night's work. We had covered nearly 300 miles and crossed 13 mountain passes. And the machine? Covered with glory now as well as mud, it had not so much as whiskered a plug.

# DAVID AND GOLIATH

BRIAN STONEBRIDGE'S TWO-FIFTY GREEVES SECOND TO BRIAN MARTIN'S FIVE-HUNDRED B.S.A. IN HARD-FOUGHT LANCASHIRE GRAND NATIONAL



Vivacious riding by John Stallard (Triumph) in the Senior Grand National

**B**RIAN MARTIN—a member of the British Trophy Team in the international Six Days' Trial, and of the British Moto-Cross team for Sweden—won the day at Cuerden Park last Saturday but Brian Stonebridge stole the thunder, as Martin would be the first to admit. Stonebridge, riding a 249 c.c. Greeves, chased Martin's B.S.A. of twice the size all through the Lancashire Grand National, and although the B.S.A. was the master, the Greeves firmly pushed Bryan Sharp's 498 c.c. Triumph back into a distant third place.

Stonebridge and the Greeves started the day in winning form. Cuerden is a figure-of-eight course of roughly a mile, with a down-and-uphill section at the wasp waist where the high west side of the lap comes momentarily down to the low east side along the river bank. There

are gentler compensating gradients elsewhere, some fruity gullies and, of course, there was plenty of mud—it had rained throughout the night and morning.

Over this well watered bit of greenery Stonebridge was at his best; relaxed, calm, at one moment well down in the saddle getting wheelgrip, the next high up on long legs letting the rear suspension ride it out on its own. Norman Crooks, also on a Greeves, had got away first from the Lightweight start but his team-mate overtook him neatly at the foot of the hill on Lap 2. After that the order didn't change up front, though Triss Sharp (Francis-Barnett) and J. L. Harris (Greeves) played ducks and drakes with the rest, coming up through the field from well down on the first lap to well up on the last and fighting it out all the way.

Sharp was the better man. Dave Bickers came through to third and the fourth rider was John Stallard who pushed his 199 c.c. Triumph hard over the rough stuff to make up his losses on the fast straight. In spite of the wet conditions for morning practice, the five-hundreds had been getting into top on this straight and approaching 80 m.p.h.

In the Junior Race there was the

Greeves out front again, this time chased by Arthur Lampkin on a factory B.S.A. Peter Taft's B.S.A. had led on the first lap after another vivid getaway by Crooks, but thereafter Taft held third position while Crooks dropped back.

Lampkin's ride was heroic. With rear springing that was visibly stiffening he took a hammering over the bumps and held one or two breathtaking slides, notably one on the fast straight. He took a tape away at the foot of the hill on Lap 5 but Taft, who was enjoying a Rolls-Royce ride by comparison, could not catch him. Stonebridge was over half a lap ahead at the end and had lapped the stragglers twice.

The big fellows were greeted by a shower. Commentator Norman Culley hurried them on in case it was "setting in." It wasn't, fortunately, and after Dennis Butterworth had had a marathon run up the course to get his B.S.A. going, Ken Heanes made a leap-frog jump on to the kick-starter of his Triumph and led the shrieking field of over 30 into the first bend.

Bryan Sharp's Triumph was pressing Heanes' and by the time they reached the wasp waist he was ahead, while Peter

*Another scene from the Grand National. Brian Martin (B.S.A.), the ultimate winner, has passed the camera. In the lead here (and lying second) is Norman Crooks (249 Greeves). Riding No. 51 is Ken Heanes (498 Triumph), forcing his machine at the upgrade*



*Fastest man at Cuerden Park, Brian Martin gives his B.S.A. the big treatment topping one of the circuit's numerous steep climbs*



Taft's B.S.A. was close enough to be taking the mud from the second Triumph. At the end of the lap Brian Martin had come through to third position with his B.S.A. and Heanes had dropped back to fifth behind Lampkin.

Martin took the lead on Lap 4 as the first three steamed up to the high northwest loop of the circuit; by the end of the fifth lap they were well spaced from the rest. Peter Taft lay fourth with Roger Kyffin fifth on his Triumph. Life did not look all that easy for Martin, for Sharp was very close and trying very hard, nearly spilling in his efforts. Right on the last lap Lampkin whipped past Taft, who thus finished with "mud in his eye" but no cocktail to go with it! However, he achieved a one-eyed fourth place which was good enough.

That made a nice situation for the Grand National, and the 1,000 or so spectators discussed the chances. Could Stonebridge possibly show a clean exhaust to most of the five-hundreds? More pessimistically, could the buzzing Greeves last 15 laps after two sensational wins?

He could; it did. And it was no disgrace to be beaten by Martin, who shot away (tagged by Crooks again), the first of 27 corks bobbing up and down on a sea of mud. Stonebridge lay fifth. A rider went down in the ravine on the hill-top and from the sorting-out it was Martin, Stonebridge, Crooks and Stallard at the end of the first lap.

The end of the second lap was sensational. The Greeves came along the fast straight snaking a little; it hit the shallow trough at the finish and snaked a lot more, going outside the tapes while Stonebridge

fought for control. In the fracas he seized a marker flag, rode back with it on to the course and hurled it lance-like away. Then he waved nonchalantly and got on with the pursuit, having lost only a few yards! By Lap 4 he and Martin werelapping tail-enders.

Running third was Bryan Sharp's Triumph followed by Stallard's Triumph and Crooks' Greeves. Around Lap 5 Sharp began a big effort to overhaul Stonebridge but without avail.

*Hero of the day, Brian Stonebridge in action on his 249 c.c. Greeves*



although the two leaders seemed to be easing.

Martin looked round and saw that his lead was safe, for although Stonebridge was flattening himself on the tank along the straight, the B.S.A. was visibly faster. Up the steep gradients, too, the drying mud was allowing Martin to use more power.

Maurice Tate (B.S.A.) was running sixth with Lampkin, Heanes and Taft following in that order. Farther back, some of the field were feeling the pace: J. I. Bell's Royal Enfield spilled its rider, N. Shaw's B.S.A. was misbehaving and H. Brogden's little giant, the 197 c.c. Greeves, was finding this particular Grand National one long Becher's Brook. Peter Fletcher (348 B.S.A.) retired on Lap 10.

Crooks was going hard and his two-fifty Greeves won him the Ashe Casket (for the fastest Lancs or Yorks rider) doomed this year to go over the border to Bedales in Yorkshire; he finished fifth, so that one way and another Thundersley was well and truly put on the North-Western Centre map last Saturday.

**Lightweight 250 c.c. Race (6 laps).**—1. B. G. Stonebridge (Greeves); 12m 32.6s; 2. N. Crooks (Greeves); 3. D. Bickers (Greeves).

**Junior 350 c.c. Race (10 laps).**—1. Stonebridge (249 Greeves); 20m 45.2s; 2. A. J. Lampkin (B.S.A.); 3. P. N. Taft (B.S.A.).

**Senior 500 c.c. Race (10 laps).**—1. B. W. Martin (B.S.A.); 21m 19.6s; 2. B. Sharp (Triumph); 3. A. J. Lampkin (B.S.A.).

**Senior Grand National (15 laps).**—1. Martin (499 B.S.A.); 31m 52.2s; 2. Stonebridge (249 Greeves); 3. B. Sharp (499 Triumph); 4. J. D. Stallard (499 Triumph); 5. N. Crooks (249 Greeves); 6. J. M. Tate (499 B.S.A.).

**Ashe Casket** (fastest Lancs or Yorks rider).—N. Crooks (Yorks). **Raymond Bayley Trophy** (fastest N.W. Centre Member).—D. Butterworth (499 B.S.A.).

# On the Four Winds

By  
"NITOR"



*The man behind the thrilling new Triumph and B.S.A. scooters which shortly are to be marketed throughout the world. Mr. Edward Turner, managing director of the B.S.A. Automotive Group, designed the Ariel Square Four, the Triumph twins—the Speed Twin, the big Tiger models and the latest Twenty-One—and now his fresh creations are about to make their bow*

#### SPICE HAS GONE

And so that road bridge over the Forth is really going to be built after all. It won't go up alongside the great cantilever railway bridge but roughly a mile upstream, towards Kincardine. The new structure will be a boon and a blessing to all southrons heading for the Grampians bar one. It won't do for me. An inveterate visitor to the beautiful, mountainous, rugged country to the north of Edinburgh, I have long looked on that ferry crossing as one of the highlights of my run. I usually arrive there tired and cold and rather grimy, but especially tired, for a wheel your old friend stops only for fuel and, very occasionally, for the odd bite. The ferry for years has given me the compulsory stop I needed. There has been the soothing wait for the boat, the gentle crossing, the eyes the while feasting on that ugly yet magnificent structure carrying the railway high overhead, a proud tribute to Scots' engineering if ever there was one. I will now unburden my soul to you further. That ferry has allowed me on more than one occasion to cheat a wee bit while reporting Scottish Six Days' Trials in the days when Stoney Brae, up near Dunkeld, figured in the first day's route. While the riders tore round the Forth, covering many miles at great speed, canny old "Nitor" was on the ferry and com-

fortably poised, notebook in hand, when the early numbers arrived at the observed hill. True, the same dodge could be used if the bridge were there, but the sense of stealing a march would not be the same. The spice would be lacking.

#### NO OBLIGATION

An important reminder that road users are under no legal obligation to make hand signals was given in a Nottingham magistrates court last week when a car driver was found guilty of careless driving. He had collided with the back of a bus and alleged that the fault lay with the bus driver for pulling out without first signalling his intention to do so. The court ruling was, of course, perfectly in order. There is no legal onus on anyone to give a signal before any manoeuvre, looping-the-loop included. Nevertheless, there is a powerful moral obligation on anyone using crowded roads to make his intentions plain, as, indeed, the Highway Code advises. By that I do not mean to imply that indication of what one proposes to do should in every case be made by vigorous semaphoring. In many instances old hands so plot their speed and position on the road as to make it obvious to others where they are going. Where practicable, that is the very best way of all.

#### A READY MARKET?

"It seems inevitable," writes a reader, "that I shall have a suitcase on the back of the sidecar. Is there such a thing as a safety strap with a lock which, though not perhaps entirely thief-proof, would be protection against tampering while I am seeing the sights?" Regrettfully, I had to reply that no such strap, so far as I am aware, is marketed today. However, I passed on details of a scheme I adopted successfully for a tour with a Watsonian Avon sidecar a year or two back. What I did was to make up a strap from  $\frac{1}{2} \times \frac{1}{2}$  in galvanized iron strip. The strip was bent to fit over the top of the suitcase, the forward end slipped into the strap hole in the luggage grid and the rearward end was drilled in such a way that it could be secured to the lower, rearward end of the grid by one of those inexpensive combination locks. The case was secured to the other grid member by means of an ordinary leather strap. The scheme was by no means 100 per cent; but I left the outfit confidently at the kerbside. My feeling is that anything so formidable-looking as a steel strap and a lock, however flimsy, will deter almost any thief. Be that as it may, surely there is a market for a proprietary strap of the type sought by my correspondent?

#### WHAT ACTION?

Adjudicating at the hearing of an application by a youth for the removal of a driving-liscence ban, the chairman of the Berkhamsted (Herts) Juvenile Court described motor cycles as "filthy, dangerous things." His utterance was recorded in a local paper, cuttings from which have flooded my desk nearly every day since. "Can nothing be done to stop this sort of thing happening in open court? Is there no way in which this J.P. could be made to prove such a statement?" Comments in that vein have accompanied each cutting. One reader is so incensed that he is writing to all bodies and organizations he feels might be able to

## Lancashire Grand National

TROPHY RACE

**1st**

B. W. MARTIN — B.S.A.

JUNIOR RACE

**1st**

B. G. STONEBRIDGE — GREEVES

LIGHTWEIGHT RACE

**1st**

B. G. STONEBRIDGE — GREEVES

SENIOR RACE

**1st**

B. W. MARTIN — B.S.A.

## Moto - Cross Grand Prix of Luxembourg

**1st**

R. BAETEN — F.N.

(Subject to official confirmation)



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LIKE SUCCESS!**

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**DUNLOP**  
*built better to last longer*

# Mobil sweeps the board again!

## ULSTER GRAND PRIX

### 500 c.c.

|            |            |           |           |
|------------|------------|-----------|-----------|
| <b>1st</b> | J. Surtees | - - - - - | MV AGUSTA |
| <b>3rd</b> | J. Hartle  | - - - - - | MV AGUSTA |

### 350 c.c.

|            |                |           |           |
|------------|----------------|-----------|-----------|
| <b>1st</b> | J. Surtees     | - - - - - | MV AGUSTA |
| <b>2nd</b> | J. Hartle      | - - - - - | MV AGUSTA |
| <b>3rd</b> | T. S. Shepherd | - - - - - | NORTON    |

### 250 c.c.

|            |                |           |           |
|------------|----------------|-----------|-----------|
| <b>1st</b> | T. Provini     | - - - - - | MV AGUSTA |
| <b>3rd</b> | D. V. Chadwick | - - - - - | MV AGUSTA |

### 125 c.c.

|            |                |           |           |
|------------|----------------|-----------|-----------|
| <b>1st</b> | C. Ubbiali     | - - - - - | MV AGUSTA |
| <b>2nd</b> | L. Taveri      | - - - - - | - DUCATI  |
| <b>3rd</b> | D. V. Chadwick | - - - - - | - DUCATI  |

(Subject to official confirmation)

ALL ON

# Mobilgas • Mobiloil



take some action. But what action? J.P.s are appointed by the Lord Chancellor, who is guided by the Lord Chancellor's county advisory committees which put forward a few names each year. Therefore, if you feel that you—or that motor cyclists in general—are having a raw deal from the J.P. in your area then the form is to complain to your local advisory committee, or even to the Lord Chancellor at the House of Commons.

#### CONCENTRATION

In a leaflet entitled *Ten Points for the Motor Cyclist*, that ace racing man Bob McIntyre says that what counts most in roadcraft is the mental attitude of the rider to the job. He goes on: "We must, all of us, be ready to learn. The man who feels that there is nothing more for him to know about motor cycling and roadmanship in general will go out of date faster than the machine he is riding. . . . Try to 'read' the road ahead. Watch for that stationary bus, when a child may emerge from behind. Watch for that driver in front who is slowing and may swing to his right without giving a signal. . . . It's not the mileage we cover that makes the good rider; it's the mileage we cover while we are concentrating that counts." No wiser words on roadcraft than those in that last sentence have ever been written. *Ten Points for the Motor Cyclist* is being issued by the Lanarkshire Motor Taxation Officer, by garages and by clubs in the area, free of charge, in an attempt to focus interest on road safety.

#### NOT BEFORE TIME

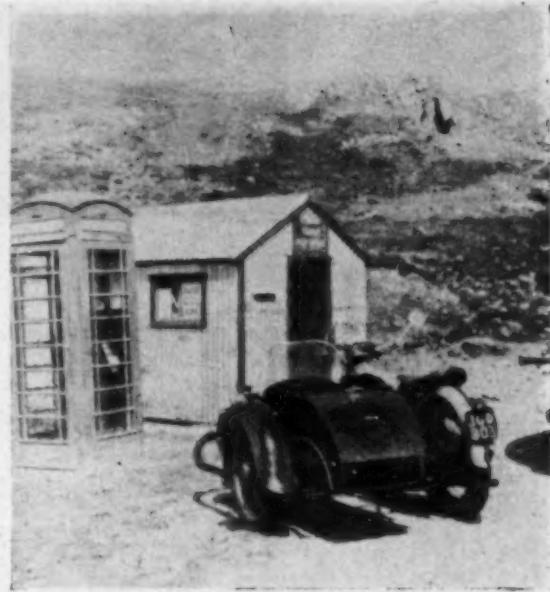
A fresh notice, "Feeding the animals prohibited. Penalty £5," has been erected at a number of points in the New Forest, Hampshire. Previously there was only a request that they should not be fed, with the information that many accidents resulted from the wild ponies being attracted to the roads. The new sign, many will feel, comes not before time. How often have riders been frightened out of their wits by the sudden appearance of a pony directly in the path of their speeding wheels? What is the attraction that has caused the animals to gravitate roadwards o' nights? I have asked myself that question times without number. Is it the lure of possible scraps offered by passing wayfarers? Is it that the vegetation lining the roads is more succulent than that in mid-forest? Is it, perhaps, that some quality of tarmac causes the road to retain its heat after the earth and grass have lost theirs? Whatever the reason, let us hope that the ban on feeding will help keep those darling little ponies where they belong. And that certainly is not on the roads.

#### STRANGE REQUEST

An order for "two gallons of petrol and half a pint of milk, please," could be expected to raise the eyebrows on almost any pump attendant's face—unless his boss had just installed one of those latest versions of coin-in-the-slot machinery. Milk dispensers in the southern counties are proving so popular that several garages now have them on their forecourts. While the tank is being filled the thirst can be quenched—and very nice, too, at this time of year.

#### FIREPROOF SHIELD

A windshield is an essential item of camping gear if cooking is to be carried out in windy or gusty weather. You can buy one for a few shillings, but the proprietary article may not be big enough should you want to use two stoves at the same time. So you may want to make one. If you have an old umbrella, the first step is to extract the spokes to serve as uprights. The next is to cut a suitable piece of material and sew it to the spokes (small holes are provided, through which the umbrella material is normally attached). The



*Is this the smallest post office in Britain? It is situated at Scourie, Sutherland, in the north of Scotland*

finishing touch is to fireproof the material. Let me introduce you to a little-known but most useful formula. Take rather more borax than boracic powder and dissolve both ingredients in warm water (in the proportion of  $\frac{1}{2}$  lb of boracic to 1 gallon of water). Immerse the material, squeeze but do not wring, and dry flat. You can now hold the material right over your stove flame if you like, but you won't burn it.

#### LICENCE REFUSED

Having attached a sidecar to his machine, licensed as a solo, a Lakeland reader arranged new insurance, made a redeclaration on form R.F. 1/2, then sent his wife armed with the insurance document, registration book, completed application form and necessary extra duty to obtain the new licence for the sidecar outfit. The local taxation office was some eight miles away, involving a tedious journey by public transport. When she got there the authority refused to issue the new licence. Result: loss of time, temper, money and, worse still, loss of a holiday weekend with an unlicensed sidecar outfit standing idle. All the notes and instructions on the back of R.F. 1/2 had been carefully studied and the form filled in correctly. Why the refusal?

#### THE LEGAL ASPECT

One small point had been overlooked—through ignorance of the letter of the law. The Road Vehicles (Registration and Licensing) Regulations, 1955, require that where an alteration to a vehicle renders inaccurate any of the particulars shown on the licence, it shall be delivered to the council with the other documents when application is made for the new licence. No hint of this requirement is given on the application form. Presumably there is a limit to the amount of information that can be printed on the back of one form and, of course, the major use of R.F. 1/2 is for new machines and change of ownership. Nevertheless, it is a point to remember when there is any change of registration particulars.



An artist carves an enlarged model of a badge design in plaster before a casting is made in fine bronze and subsequently polished.

# The Third Dimension

PLASTICS  
BRING  
A NEW LOOK  
IN FUEL-TANK  
DECOR



BY BOB CURRIE

**N**OT so very long ago, the accepted method of displaying the maker's name on the sides of a motor-cycle fuel tank was by printed transfers or by embossed or enamelled metal plaques. But the past few years have brought a striking change as, taking advantage of a particular development in the plastics industry, one famous marque after another has adopted the so-called three-dimensional badge in which the trade mark appears, in full-bodied form and in glowing colours or shining metal, apparently suspended within a smooth-surface plaque of clear plastic.

The trick is neat, but simple enough to understand in principle. A given design is relief-moulded, in reverse, in the rear face of the plastic, so that what seems from the front to be a raised pattern is in fact a depression. Parts of the design are filled in with paint, other parts are metal plated, the front surface is highly polished and the badge is complete. But to dismiss the plastic badge so briefly is to overlook some most interesting processes of manufacture.

For a start, take the case of a motor-cycle factory that has decided to switch to a new-type tank motif. The management will call for a suitable design to be

## HOW IT IS MADE

prepared, probably by the specialist design services offered by such firms as Wilmot Breeden or Joseph Lucas, who between them are responsible for the bulk of British-made plastic badges—not merely for motor-cycle use but also for car bonnets and steering-wheel centres, for refrigerator doors and a hundred and one other fields. The tentative sketches will take into account the scope now offered for deep relief work and for unusual effects gained by setting different parts of the motif in contrasting planes, but will at first be colour-wash pictures, varying in the choice of colourings or in the disposition of the firm's motif. From these suggestions a choice is made, and production of the badge mould can begin.

For simple designs, the toolroom of the badge-making firm builds up a master mould, up to four times larger than the finished die, using geometrical patterns and letters in solid metal. Unlike the dies used in presswork, the master mould will have the lettering "right way round"

and the work will be constructed, piece by piece, on a baseboard.

But perhaps the motif is an elaborate one such as, say, that fitted to the tanks of certain B.S.A. machines. In that case the preliminary work is more exotic, a sculptor first carving the design from a block of plaster; from the finished piece of sculpture a bronze casting is made, the surface of which is then highly polished. Whatever method of building the master mould is employed, care is taken to avoid undercuts, for the plastic must come away from the finished die cleanly.

In the next stage of manufacture the master mould is transferred to one table of a pantograph cutter, a vertical miller for reproducing a design to whatever size is required. On one arm is a stylus, on the other a revolving cutter. The operator patiently traces the stylus over the surface of the master copy and, through the linkage, the cutter faithfully copies each undulation and produces, from a block of steel, a perfect replica of the badge—say, a quarter the size of the original—which becomes the male part of the mould. The handwork is by no means over, for every facet of the die has to be hand polished almost to jewellery standards, using diamond powder as the polishing agent.

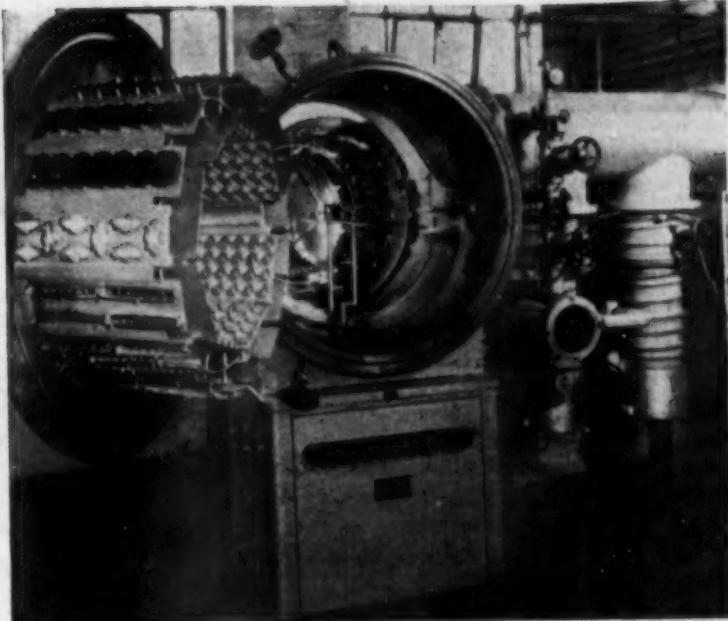


*A cluster of four different mouldings being taken from dies mounted in an injection-type machine*

Such painstaking work is necessary, for in three-dimensional moulding a flaw on the surface of a die will be reproduced in the relief of the badge and, of course, it cannot then be polished out.

The making of the outer part of the die is less involved, for it simply comprises a dished depression in a steel block. Relatively small numbers of badges are required for motor-cycle use, and since the injection press is capable of turning out four badges a minute, one set of dies is enough. But for certain other applications, where the call is for several thousands of one type of badge each week, multiple die sets must be made.

High-pressure injection-type moulding machines in use at the Wilmot Breeden



*One of the vacuum deposition units loaded with badge mouldings in the Wilmot Breeden factory*

factory can each accommodate four die sets at a time. Each operation of the press therefore produces a cluster of four badges, connected by thin "runners" of clear plastic which are later broken away. A typical cluster may comprise a tank badge for, say, a Norton incongruously linked to badges for a weighing machine, an electric cooker and a vacuum cleaner.

The plastic material is Diakon acrylic which arrives as a powder (in sheet form it is known as Perspex). A sack of powder is tipped into the hopper of the press, and at each stroke a measured quantity falls into a chamber ahead of a hydraulic ram. There it is heated by means of electric elements embodied in the chamber walls until the material



*Left: A pantograph copying machine, showing the rotary cutter machining a metal die. The operator is tracing the stylus over the surface of a bronze casting 16 times the size of the badge. Below: Close-up of the metal die being cut*



assumes a doughy consistency; the ram then comes forward, forcing the semi-liquid plastic through a fine nozzle into the runners leading to the four dies. As the ram returns in readiness for the next stroke the two halves of the die-block separate and the cluster of badges, the plastic of which has set very rapidly, can be extracted.

Ragged edges are polished away and after inspection for flaws the badges pass onward to the finishing department. It may be that the design calls for several colours to be applied, together with a gilt or silver emblem. Each colour has to be sprayed separately, and masks must be made so that there is a clearly defined demarcation between each section. The masks are made in copper. A mask is placed inside one of the plastic mouldings and a spray gun brought into use, it will be seen that the colour will reach only such parts of the plastic as are not obscured. Separate masks, differing in the sections cut away, have to be prepared for each colour.

Normally cellulose is used, but special effects can be obtained by applying a tinted lacquer instead of an opaque paint. In metallizing, the deposit is made over the whole of the underside of the badge, and while the metal cannot be seen through cellulose, when applied behind tinted lacquer it affords an attractive sheen.

The final stage, the deposition of the metal, is perhaps the most interesting process of all. For silver lettering or patterns, the metal used is aluminum, of a special 98 per cent purity; for gilt work a bronze alloy is employed. Wilmot Breeden make use of huge vacuum deposition drums, into which the badges are loaded on trays. Electric filaments are mounted in the middle and around the periphery of each drum, and on to these filaments are hung small strips of aluminium wire, no more than an inch in length. The door is swung shut and the vacuum pump started up.

Once the required degree of vacuum is achieved the electric current is switched on; the effect may be compared to the switching on of an electric fire, and the result is that the strips of metal wire suspended from the filaments are immediately melted. More than that, they are vaporized, and the tiny specks of metal fly outward in all directions with an energy sufficient to overcome the pull of gravity. They are attracted by the nearest foreign body inside the drum—in this case the racks of badges, arranged with their undersides towards the filaments—and impinge with great force against the plastic. Some of the particles hit the racks and other internal parts of the drum, which means that occasional de-plating of these items has to be carried out.

The layer of metal deposited on each badge in this way is infinitely thin, and could be damaged by scratches or even, indeed, by humidity. And so a final coat of cellulose is applied to the whole of the underside of the design as a protection. It only remains for the upper surface of the plastic to be polished to a fine finish and the badge is ready, in all its three-dimensional glory, to grace the tank of, maybe, your new model!

THE MOTOR CYCLE, 14 AUGUST 1958

## Camping Luxury

### Practical and Capacious Home-built Trailer of Low Cost

**A**n electrician in a printing works, Ernie Hutchinson, of Stoke Newington, London, owns an M21 B.S.A. with a double-adult Rankin Bidford sidecar on a Canterbury GMC/7A sprung-wheel chassis. He is a camping enthusiast, and when his wife and 12-year-old daughter began to take exception to sharing the sidecar with an ever-increasing amount of gear, he decided that a trailer was the only solution to their problem. Since the cost of any ready-made unit was beyond his pocket, he set about making one.

Work started in March and the trailer was completed by the middle of June. He settled on blockboard, which possesses great inherent stiffness, for the body. And, because of that quality, it has been possible to keep the construction of the chassis relatively light. To two steel-tube side members are welded (Mr. Hutchinson has a welder friend) an angle-iron cross-piece front and rear. A third tube, on the longitudinal centre line, is extended forward to provide the towing attachment. A little aft of the middle is a channel-section cross-member which braces the frame and forms an anchorage for the wheel-suspension coil springs.

The axle is tubular and carries 8in wheels with 4.00x1.75in tyres, all obtained secondhand. Track is 2ft 11in. Locating the axle is a cross-braced strip-steel sub-frame pivoted at the front of the chassis. At present, rather rudimentary mudguards of zinc sheet (picked up for scrap) are fitted and, though they are quite efficient, are eventually to be replaced by something more stylish.

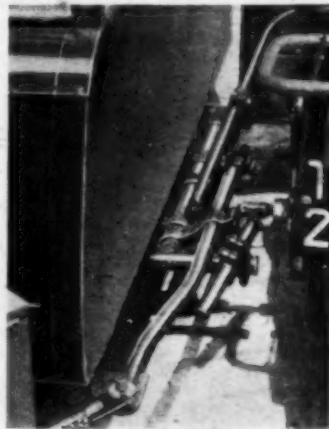
Clamped to the inboard tube of the sidecar chassis is the tow bar, another steel tube extending rearward of the machine and terminating in an eye fashioned from steel plate. The transverse location of this tube was guessed at and has proved entirely satis-

factory. A rubber bush is fitted into the towing eyes to give a degree of flexibility at the attachment.

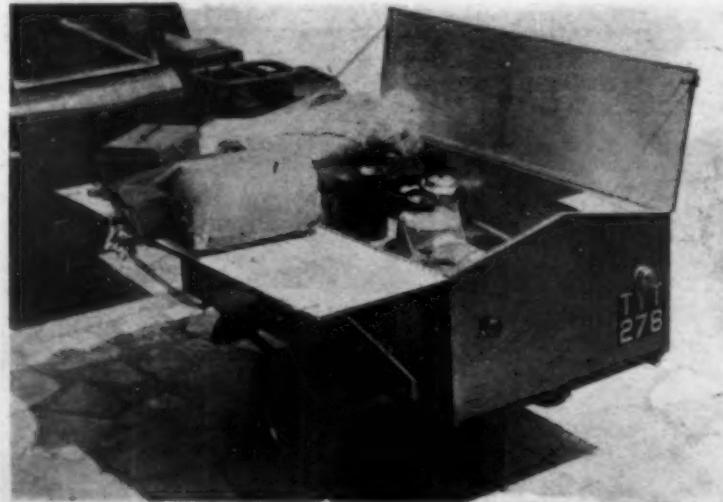
Measurements of the trailer body are 4ft 6in long x 2ft 6in wide x 21in depth to the peak of the shallow-vec top; side height is 18in. The lid is divided, with full-length hinges at each side, and is waterproofed by foam-rubber strips on the ends of the box and on the meeting edges of the lid halves which can be padlocked in the closed position. They also open out to form tables and are then supported by stays.

Some idea of the trailer's capacity can be gauged from the following list of the major items normally stowed: a 7x8ft tent with flysheet; air beds, sleeping bags and blankets; three picnic chairs; a large polythene water container; cooking and eating kit and a draining board; rubber boots and a spare wheel and tyre. Even fully laden the trailer has presented no handling difficulties and the outfit's three brakes have proved adequate.

Mr. Hutchinson says that the trailer cost him only £7 to build (the largest single item was the blockboard) and that it turns the scales at 168 lb.

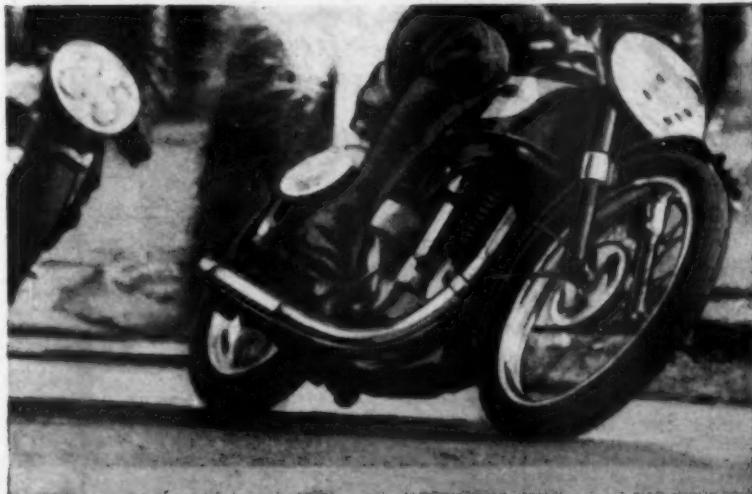


The photograph below of the Hutchinson trailer shows the large capacity and the way the lid halves hinge over to form tables. Above: The tow bar is clamped to the sidecar chassis and the towing pin passes through a rubber bush



Another victory for BP

# Lancs Grand National



**1st B.S.A.** B. W. Martin  
\***3rd TRIUMPH** - B. Sharp

500 c.c. CLASS

**1st B.S.A.** - - B. W. Martin  
\***2nd TRIUMPH** - B. Sharp  
**3rd B.S.A.** - A. J. Lampkin

All using BP Super Plus  
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 3rd J. Hamilton      N.S.U.

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 2nd T. Thorp      Norton  
 3rd J. Payne      Norton

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1st B. W. Martin      B.S.A.

##### JUNIOR RACE

1st B. G. Stonebridge      Greeves

##### LIGHTWEIGHT RACE

1st B. G. Stonebridge      Greeves

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## COMPETITION COMMENTARY BY RALPH VENABLES

## "Break It"

**Strenuous Miles Aboard a Two-stroke "International" Mount**

AT the Welsh Three-Day Trial a couple of months ago I was impressed by the workmanlike appearance of the factory-prepared Greeves machines (a brace of two-fifties used by Brian Stonebridge and Jack Simpson and a trio of 225 c.c. models ridden by the victorious Army team comprising Pat Brittain, Bob Hart and Tom Challoner). The thought came to me that one of these models would make life a lot less arduous when I set about planning a long-distance sporting trial the next month; so I talked Bert Greeves into lending me the spare machine he had taken to Wales for personal transport.

A SISTER machine to the bored-out two-hundred with which Pat Brittain won the Welsh event, it was fitted with various I.S.D.T. refinements such as radially-ribbed light-alloy brake drums and spare cables already taped in position. My immediate impression was that no more comfortable motor cycle had ever been made. Such soft suspension was quite startling, yet the roadholding is of a high order and never once have I succeeded in bottoming the springing, fore or aft, no matter how high the speed or how rough the going.

THE brakes are a dream, the engine rarely four-strokes, the plug never whiskers and the exhaust note is so subdued that the machine sounds like a scooter! True, the engine tends to pink under heavy load, but I have purposely driven it hard—much harder than I would were it mine. Yet my conscience is clear. Brian Stonebridge told me to do my best to break it. "Treat it mercilessly," he said, "for if anything's going to give up the ghost we'd far rather it did so now than during the International Six Days' Trial."

BUT after 1,000 miles (mostly over the rough at speeds which have given me a few more grey hairs) nothing has broken. Geared for I.S.D.T.-type going the machine has a 60 m.p.h. maximum under ordinary conditions. It is inclined to be skittish in mud or dry sand but what a revelation it is when crossing deep ruts and pot-holes! The riding position with the footrests well forward approaches the ideal and one can spend a whole day in the saddle without a trace of fatigue. It will be with the utmost reluctance that I send the Greeves back to Thundersley this month.

WHEN Fred Povey won the British Experts' Trial in 1933 and 1934 his son Bryan was barely old enough to walk. Twenty years later Bryan leaps into

prominence as an outstandingly successful member of the James trials team (his previous achievements on a three-fifty B.S.A. had been undistinguished) and since the spring of 1954 he has won an enormous number of trophies, including the premier award in last year's West of England Trial. Bryan I have always regarded as the logical successor to Bill Lomas, the most zestful of the two-stroke exponents and the rider least likely to be at a disadvantage on a tough trials hill where power was seemingly essential.

TODAY (August 14) Bryan Povey takes unto himself a wife when he marries Gillian Sandall at Hall Green Church. From Birmingham they will go to Rome for a fortnight's honeymoon. Big news of the month is that Bryan is changing from a James to a Greeves and will become a member of the trials team alongside Jack Simpson and Brian Stonebridge. Povey's place in the James team has been filled by Bill Martin—back after an absence of about 20 months.

JOHN BRITTAI'S win in the Red Rose Trial puts him in a very strong position for this year's Trials Drivers' Star. By my reckoning his score now stands at 72, with Gordon Jackson second some seven points behind (Roy Peplow third and Gordon Blakeway fourth). In the sidecar class Frank Darriuel is way out on his own. It is a pity that scrambles organizers are even more tardy than trials organizers in sending their figures to the A.C.U.; because of this it is virtually

impossible to give up-to-date positions in the Scramble Drivers' Star contest.

IN the issue for July 31 Gordon Macleod endorsed my condemnation of loosely worded regulations. "Obviously," he wrote, "a correction should have been insisted upon by the centre secretary before issuing the permits." Now comes a letter from a Southampton reader enclosing regulations for a Southern Centre road trial on September 7, with the following words underlined in red and a marginal note which simply says, "No comment!" The offending clause runs: "One mark will be lost for each complete minute early or late, five marks lost for more than three minutes early, 10 marks lost for every minute early over three." An enthusiast for road trials to whom I showed the regulations remarked: "Anyone who can make sense of that deserves to win the premier award without even taking part in the trial!"

FROM John Cadogan, secretary of the Mitchell Trial (September 6), comes news that the start will be at Cwmbran, midway between Pontypool and Newport, and that many of the superb sections used in 1957 (Lasgarn, Nant-y-caws and so on) will again be included. Regulations will be available shortly from Mr. Cadogan at 21, Maes Glas Avenue, Newport, Mon.

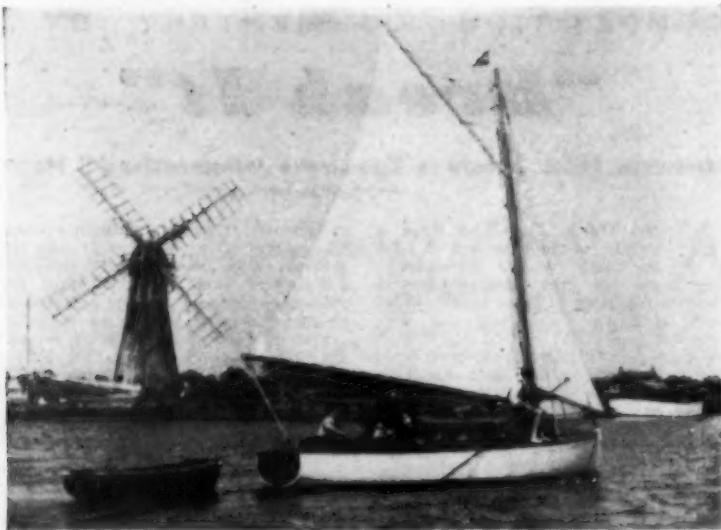
ANOTHER interesting event due to take place next month is the international Irish Moto-Cross on Saturday, September 27. An entirely new one-mile course near Bray, Co. Wicklow, has been prepared by the organizing Dublin and District Club—very compact and very undulating, so Chick Gibson tells me. Regulations are already available from H. Richardson, 37, Exchequer Street, Dublin. But remember, the event is open only to holders of international competition licences.

Ralph Venable rushes the I.S.D.T.-type Greeves over Sussex Downland. His comments on the performance appear in column one



## HOLIDAY NOTES

# Look At Windmills



*On the Norfolk Broads—a picturesque old mill by the River Thurne*

**S**TILL a common sight in Holland, the windmill was once just as prominent a feature of the English landscape, particularly in the flat countryside of Essex and East Anglia. A relatively late import, brought to this country at the time of the final crusades, the village windmill was established amid the cornfields so that only relatively short haulage was involved in bringing the grain to the mill. On only a few of the mills of England do the huge wooden-slat sails still turn majestically, but a trip to

watch one of the survivors at work is well worth making.

**EARLIEST DESIGN** of all is the post mill, so named because the sails and body of the mill are pivotally mounted on a pillar and the entire mill is turned by hand—by means of a tail pole—to face the prevailing wind. Look for a post mill at Brill in Buckinghamshire. Both the post mill and the smock mill are of wooden construction but the tower mill, the most common type, is built mainly of

brick or masonry. The smock mill, a fine example of which may be found at St. Olave's, Norfolk, has a wooden tower of hexagonal or octagonal design which is said to resemble in outline the smock at one time worn by agricultural workers.

**WHETHER ITS TOWER** is of wood or stone, the tower mill's distinguishing feature is a revolving cap which carries the sails. From the rear of the cap projects an arm carrying the fantail, that is, a smaller fan placed at right angles to the

## WHAT'S ON

**Aberdeenshire.**—August 15: Lonach Highland Gathering, Strathdon.

**Channel Islands.**—August 20 and 21: Royal Jersey Agricultural and Horticultural Show, Jersey.

**Co. Durham.**—August 15 to 17: Flower Show, South Shields.

**Devonshire.**—August 14 to 30: Yachting, Torbay Fortnight, Teignmouth and Torbay. August 16: Royal Ocean Racing Club race, Brixham/St. Nazaire. August 18 and 19: Regatta, Babacombe. August 18 to 22: Carnival Week, Teignmouth. August 20 and 21: Regatta, Paignton.

**Dorset.**—August 21 to 23: Regatta and carnival, Swanage.

**Essex.**—To August 19: County Cricket Week, Clacton on Sea. August 16 to October 19: Illuminations, Southend on Sea. August 20: Carnival, Clacton on Sea. August 21: Fireworks display, Clacton on Sea.

**Fife.**—August 18 to 25: Scottish Hard Courts Lawn Tennis Championships, St. Andrews.

**Glanorgan.**—Until mid-September, every night except Sundays: *Son et Lumière*, Cardiff Castle.

**Gloucestershire.**—To September 18:

*Son et Lumière*, Gloucester Cathedral. **Hampshire.**—August 16, 18, 23: Regatta, Bournemouth.

**Ireland.**—August 16: Regatta, Strangford Lough, Co. Down.

**Isle of Wight.**—August 20: Carnival, Ventnor.

**Kent.**—August 16: Regatta, Herne Bay; Traction Engine Rally, Paddock Wood, Weald of Kent. August 16 to 22: County Cricket Week, Dover. August 20: Venetian Fête, Hythe. August 21: Carnival, Ramsgate. To September: Illuminations, Margate. To September 28: Illuminations, Ramsgate.

**Lancashire.**—August 15 to October 20: Illuminations, Morecambe. August 18 to 23: Amateur Swimming and Diving Championships, Blackpool.

**London.**—August 16: County of London Lawn Tennis Championship Finals, Queen's Club. August 21 to 23, 25, 26: Cricket, fifth Test Match, England v. New Zealand, The Oval. Until September 27: *Son et Lumière*, Greenwich. To end of December: Sail to Steam Exhibition, National Maritime Museum, Greenwich.

**Nottinghamshire.**—August 16, 18, 19:

Cricket, Notts v. New Zealanders, Trent Bridge.

**Peeblesshire.**—August 16: St. Ronan's Border Games, Innerleithen.

**Perthshire.**—August 19 to 24: Highland Open Amateur Golf Tournament, Pitlochry.

**Shropshire.**—August 20 and 21: Musical and floral fête, Shrewsbury.

**Somerset.**—Veteran and Vintage Car Rally, Burnham on Sea.

**Suffolk.**—August 16 and 17: Yachting, Lowestoft. August 18 to 23: Regatta Week, Lowestoft. August 21: Carnival, Lowestoft.

**Sussex.**—August 14 to 16: Horse Show and South of England Jumping Championships, Brighton. August 16: Hastings to Brighton Walk; National Town Criers' Championship, Hastings. August, 16 to 22: County Cricket Week, Eastbourne.

**Yorkshire.**—August 16 and 17: International Cycling Rally, York. August 16 to 23: Yachting Week, Bridlington. August 18 to 23: Boys' Golf Championship, Moortown, Leeds. August 22 and 23: Ponies of Britain Club annual summer show, Harrogate.

(A full list of motor-cycling fixtures appears on page 210.)

sails which automatically turns the cap until the sails are facing into the wind.

ALTHOUGH JOHN CONSTABLE, the famous painter, is best known for his scenes of Flatford and Dedham water mills on the River Stour, his father, who owned both mills, was also the proprietor of two windmills on Bergholt Common. Seventeenth-century architect Inigo Jones was responsible for several windmills with unusual, pillared towers in the Edge Hill area around Banbury. One of them, at Burton Dasset, dominates the hillside above the Banbury-to-Warwick road; another, at Chesterton (somewhat dubiously ascribed to Inigo Jones), is now National Trust property.

MILL GEARING is essentially simple. The sails, of course, are set propellerwise at a slight angle to the vertical and the main-shaft carries a huge wooden gear wheel which conveys motion, in many cases by means of peg teeth, to the vertical shaft. Milling is usually carried out in two stages. In the first the grain is cracked. The bran or outer husks are then sifted away and the kernels fall by chute to the main grinding wheels which reduce them to flour.

BUT BRITAIN'S WEATHER is notoriously unpredictable and the windmill owners, depending for their power on a very chancy element, were handicapped when in competition with the older, water-powered mills. For that reason the windmill flourished only where streams and rivers were few. Now both water and windmills have had their day and the work has passed from the hands of the village miller to the vast milling combines. Keep a lookout for the few mills which remain, symbols of a phase of country life fast disappearing.



Above left : Built in 1665, this old mill is at Outwood, Surrey. Left : Chesterton Mill, dubiously accredited to Inigo Jones. Above : A complete contrast—the intricate, balconied, timber structure at Rye, Sussex

## Weather Forecasting

### CLOUD INDICATIONS

By DAVID BOWEN, F.R.Met.S.

ALMOST EVERY CLOUD seen in the sky can tell us something about the weather to come. The darker cloud formations indicate rain and the small, light cloud formations fine weather. In each case the forecast is valid for about 12 hours ahead. The most common of the fine-weather cloud formations are: small white clouds with flat bases and round tops, rather like pieces of cotton wool; high streaks of wispy cloud provided they do not become coarse and thick; and summer mists.

By summer mists I do not mean the kind of Scotch mist we get off a very rainy day but, rather, the evening and early morning mists that show a very settled tendency in the weather.

Unfortunately, there are more bad-weather cloud signs than good ones. For example, heavy lumps of cloud with dark bases and towering tops bring heavy

showers and sometimes hail and lightning also. And, by the way, the tops are not visible all the time, only when the showers are in the distance. Beware, too, of high sheets of cloud. They invariably become thicker and eventually produce continuous rain. High, parallel bands of cloud mean rain, too.

What about the mackerel sky? It is one of the more difficult formations for the amateur weather forecaster and the best thing is to be guided by the weather of the past 12 hours. After a rainy day a mackerel cloud formation could mean rain again on the morrow, but after a dry spell it does not necessarily mean a break in the weather.

When there are no clouds at all, in the sky, beware! Make sure that the barometer is high or rising before you leave rainproof equipment at home. Otherwise you may be caught out.

### AVOIDING HEAVY TRAFFIC

THE holiday resorts of North Wales have always been popular with Midlanders. The normal route from, say, Derby to Llandudno is through Ashbourne, Congleton, Chester and Abergele. An alternative suggested by the R.A.C. is as follows. Leave Derby by A516 and at the junction with A50 take this road to Uttoxeter, which leave by B5027 to Stone. From there take A51 and then A525 into Wrexham.

Leave Wrexham by the Abergele road, A541. From Abergele the usual main-road route (A55) is followed into Llandudno.

This route will, of course, serve equally well for Colwyn Bay or any of the other resorts along this stretch of coast. It can also be readily adapted by those who wish to go to Llangollen, Corwen or Bettws-y-Coed.

### Road Works

The Automobile Association reports that congestion is likely during the coming week in the following localities:

#### Holiday Routes

A361 (Taunton-Bampton).—Wiveliscombe : road reconstruction 2½ miles west of the town. Frome : diversion.

A303 (Mere-Wincanton).—Single-line traffic at Mere, eight miles north-east of Wincanton.

#### Through Routes

A3 (London-Portsmouth).—Guildford By pass : single-line traffic.

A4 (London-Bath).—Bath Village, seven miles west of Chippenham : single-line traffic.

A6 (London-Carlisle).—Penrith-Kendal single-line traffic 1½ miles south of Shap. Kendal-Carnforth : single-line traffic at Milthorpe.

# World's Record Attempt

**Johnny Allen Preparing for Even Higher Speeds at Bonneville Salt Flats Next Month**

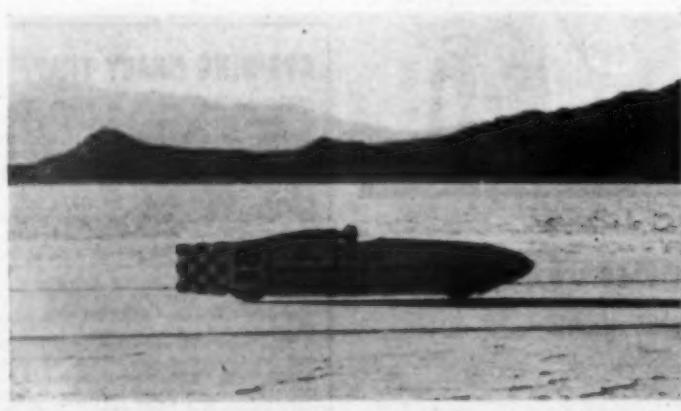
ALL being well, Johnny Allen will make fresh attacks on the world's solo maximum-speed record at Utah on September 1, 2 and 3. He will use a modified version of the Triumph-powered projectile with which he achieved 214 m.p.h. in September 1956. He will also attempt to hoist U.S. national records in the 200, 500 and 650 c.c. classes. Engines from the Triumph factory are already in his hands. Special wheels, shod with Dunlop tyres capable of withstanding speeds up to 250 m.p.h., are at present en route to him.

Originally the intention was to

attack U.S. records only. But believing the machine to be capable of 220 m.p.h.—and even more—Triumphs have asked the *Fédération Internationale Motocycliste* what supervision will be required for world's-record attempts. The United States Automobile Club timer questioned originally has, of course, now been approved by the F.I.M.

The new attempts are being made without prejudice to the legal action at present being prepared by Triumphs against the F.I.M. for its refusal to ratify the record achieved by Allen in 1956.

Johnny Allen with his 649 c.c. Triumph on the Bonneville Salt Flats in 1956



## Midgham Scrambling

THE second of the South Newbury Club's Saturday evening scrambles at Midgham last weekend was favoured by much better weather than attended the July meeting, and an entry of nearly 120 contained most of the Southern Centre's leading riders. It was soon apparent that Frank Underwood (499 B.S.A.) was faster than anyone else, but a stuck throttle put him out of both the Solo Star and Novices-barred races when leading Joe Johnson on a similar machine. He made amends in the All-comers' final, however, and led throughout; this was the last race of the evening and, although reduced from ten to six laps, was very nearly overtaken by darkness.

**Novice Race.**—1, R. W. Collner (499 B.S.A.); 2, R. Lindup (197 Greeves); 3, R. Abbott (248 Greeves). **Solo Star Race.**—1, G. O. Johnson (499 B.S.A.); 2, R. L. Sing (499 B.S.A.); 3, F. A.

Lamper (499 B.S.A.). **Solo Star Race.**—1, R. Rose (499 J.A.P.); 2, G. T. Clements (497 Ariel); 3, J. Priswell (498 George). **Lightweight Race.**—1, Johnson (Dot); 2, Lamper (197 Greeves); 3, Lindup (197 Greeves). **Novices-barred Race.**—1, Johnson (499 B.S.A.); 2, Lamper (499 B.S.A.); 3, K. Messenger (499 B.S.A.). **Scramble Race.**—1, Rose; 2, Clements; 3, A. F. Willoughby (499 B.S.A.); 2, Messenger (499 B.S.A.); 3, Lamper (499 B.S.A.).

## Sharp Struggle

LAST Sunday's Exmoor Scramble took place on Stone Down, Exford, on a course which had suffered very heavy rain—and the low cloud hanging over the moor dispersed only just before the first race. Owing to the mud and heavy going many riders came off but there were no real injuries.

In the 500 c.c. Race Roy King finished ahead of Paul and Neil Jarman, all on

THE MOTOR CYCLE, 14 AUGUST 1958

B.S.A.s, with Bryan Sharp (Triumph) fourth. Although Sharp got his revenge on Neil Jarman in the All-comers' event he could not catch Paul, the winner. However, the last tussle—the Exmoor Unlimited Race for the Sweetland Trophy—brought Sharp a well-earned victory, again over Neil Jarman, with Roy King third.

**229 6.c. Race.**—1, B. Sharp (Francis-Barnett); 2, C. J. Wiggins (197 Greeves); 3, S. E. Weeks (Francis-Barnett). **350 c.c. Race.**—1, Weeks; 2, Wiggins; 3, D. G. Brown (B.S.A.). **500 c.c. Race.**—1, R. D. King (B.S.A.); 2, P. Jarman (B.S.A.); 3, R. E. Abbott (B.S.A.). **125-Barrel Race.**—1, D. Hill (499 B.S.A.); 2, Wiggins (499 B.S.A.); 3, J. Coombes (197 Greeves). **All-comers' 500 c.c. Race.**—1, P. Jarman; 2, Sharp (Triumph); 3, N. Jarman. **All-comers' 350 c.c. Race.**—1, E. C. Trott (B.S.A.), only finisher. **All-comers' 250 c.c. Race.**—1, Wiggins; 2, R. C. Gregory (Greeves); 3, Weeks. **Exmoor Unlimited Race.**—1, Sharp; 2, N. Jarman; 3, King.

## Adcock Best

A COURSE of approximately two miles prepared by ex-scrambler Ted Ogden in Birtle Dene near Bury proved too difficult for 50 per cent of the entry in the Bury Club's Turner Cup Trial last Sunday. The course had to be lapped five times and each lap contained 14 varied sections. The going was very greasy after a week of continual rain. The trial, however, was run in summer-like weather.

A brilliant ride gave Eric Adcock (Dot) an outstanding victory. He lost 52 marks—31 fewer than were lost by his nearest r.v.al. There were 54 entries, three non-starters and 25 retirements!

**Best Performance.**—E. Adcock (197 Dot), 52 marks lost. **Best Bury Member.**—W. A. Clegg (197 James), 106. **Best Nov. on.**—M. Hey (457 Ariel), 149. **First-class Awards.**—I. Shemman (259 Triumph), 85; J. H. Roberts (197 Ariel), 98; K. Garside (197 James), 129.

## By the Forth

DUNFERMLINE Club's scramble last Saturday was run over a course approximately three-quarters of a mile long on an old golf course overlooking the River Forth. There were two six-lap heats and a ten-lap final for each of the three main events. Owing to fading light and drizzle the Winners' and Non-winners' races were run over four laps.

There was some extremely close racing between J. Davies, who is this season's 350 and unlimited c.c. Scottish scrambles champion, and L. More, who is the 250 c.c. champion. In the 350 c.c. event Davies came off, More retired and W. Nicoll (B.S.A.) achieved a well-deserved win.

**150 6.c. Race.**—1, J. M. Davies (D.M.W.); 11m 25s; 2, L. More (Francis-Barnett); 3, R. B. Waugh (D.M.W.); **250 c.c. Race.**—1, W. G. Nicoll (B.S.A.); 11m 30s; 2, G. Dodge (B.S.A.); 3, I. J. Dawson (259 Francis-Barnett). **350 6.c. Race.**—1, J. Davies (D.M.W.); 11m 45s; 2, L. More (249 Francis-Barnett); 3, Dodge (249 B.S.A.). **Non-winners' Race.**—1, G. Collie (346 Royal Enfield); 2, S. N. McKenzie (346 Royal Enfield); 3, C. A. Allan (498 Triumph-B.S.A.). **Winners' Race.**—1, Davies (346 B.S.A.); 4m 48s; 2, Nicoll (346 B.S.A.); 3, More (249 Francis-Barnett).

## Border Win Again

EVEN though the home side, Somerton, were beaten by the Border Club by three goals to one, last Saturday evening's moto-ball match between the two clubs provided exciting sport. Considering it was the Somerton team's first fixture, their play was of high standard and, given more practice, they should develop into a formidable side. Their outstanding players were Les Thomas and Terry Drake. Thomas scored for Somerton and the Border Club's goals were netted by George Hallam, Jimmie James and B. Diamond (a Somerton member playing for the Border team). A crowd of nearly 1,000 watched the fun.

# Flagged to Victory!

## ULSTER G. P.

500 c.c.

|                         |        |
|-------------------------|--------|
| <b>1</b> st J. Surtees  | MV     |
| <b>2</b> nd B. McIntyre | NORTON |
| <b>3</b> rd J. Hartle   | MV     |

350 c.c.

|                         |        |
|-------------------------|--------|
| <b>1</b> st J. Surtees  | MV     |
| <b>2</b> nd J. Hartle   | MV     |
| <b>3</b> rd T. Shepherd | NORTON |

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# Baeten World's Champion

**Belgian Rider Wins Luxembourg Moto-Cross Grand Prix and Cannot Now Be Beaten For Coveted Title**

**R**ENÉ BAETEN (F.N.) of Belgium cannot now be beaten for the 1958 Moto-Cross Championship of the World. He won the Moto-Cross Grand Prix of Luxembourg last Sunday, so bringing his total of points up to 46. Even if his nearest rival, Bill Nilsson (A.J.S.), Sweden, wins his home Grand Prix—the last meeting in the series—at Uddevalla next Sunday, he still cannot take the title. After Luxembourg, his score stands at 36.

Last Sunday's event was fought out over the usual 2.8-mile Ettelbruck course, with its steep, downhill drop into a stream and very long, 70 m.p.h., grass-covered straight. After nearly a week of intermittent rain the course was still damp before the meeting but dried quickly and soon became very dusty. Halfway through the grand prix there came a shower that provided just the right degree of dampness—not enough to affect the course but just enough to lay the dust. Spectator control reached a new low and people ran hither and thither across the track throughout the event, adding greatly to riders' problems.

The start was ragged. At the end of the straight Baeten led Sten Lundin (Monark), Sweden, Jeff Smith and John Draper (B.S.A.s), Britain, the Belgian rider Herman de Soete (B.S.A.) and Bill Nilsson. In the woods Smith took a path he had used in practice, found that the two supporting races had cut it up badly and came off. When he picked himself up he was ninth.

At the end of Lap 1 Baeten was still in front with Lundin behind him. Draper was third, de Soete fourth, Nilsson fifth; Dave Curtis (Matchless) lay seventh. Nilsson moved swiftly through the pack in the wake of the flying Baeten and on the seventh lap he caught the Belgian—and passed him a lap later. The pair traded places vigorously for a spell but soon Nilsson broke clear to stay ahead until the 17th and penultimate lap. Then the woods that had trapped Smith brought off Nilsson too. Baeten seized his opportunity and swept by into a safe lead though Nilsson remounted before the third man, Lundin, caught him.

Meanwhile Draper, too, had fallen and after seven laps lay sixth. Smith had regained some of the ground lost in his spill and had moved up to fifth; Curtis was still in seventh berth.

By the 13th lap Draper was closing on de Soete, but found the small, wiry Belgian, hardly known outside his homeland, a very difficult proposition. By then, too, Smith had already passed de Soete by some inspired riding and, lying fourth, was clearly out for Lundin's blood. The shower mentioned earlier came and went without doing anything to alter the leader board. Indeed, there were no major changes, though Smith had closed on Lundin and was only two or maybe three lengths behind as they crossed the finishing line.

**Final Placings.**—1. R. Baeten (F.N.), Belgium; 2. B. Nilsson (A.J.S.), Sweden; 3. S. Lundin (Monark), Sweden; 4. J. V. Smith (B.S.A.), Britain; 5. H. de Soete (B.S.A.), Belgium; 6. G. J. Draper (B.S.A.), Britain; 7. D. G. Curtis (Matchless), Britain.

## SPORTS NEWS

### I.S.D.T. Latest

NEWS FROM GERMANY indicates that entries for the International Six Days' Trial (September 22 to 27) are coming in well. It is almost certain that eight nations will compete for the Trophy: Czechoslovakia, Eastern Germany, Great Britain, Hungary, Italy, Sweden, the U.S.S.R. and West Germany. It will be Eastern Germany's début in the event. In addition there will be Silver Vase and club teams and individual riders from at least ten other countries.

### Pip Harris's B.M.W.

DUE TO ARRIVE at the Watsonian factory from Munich next week is a B.M.W. frame which will complete the conversion of Pip Harris's newest mount from solo to sidecar-racing specification. The B.M.W. is basically a 1955 Rennsport model lately ridden in solo events by the Australian, Jack Forrest, and has been purchased jointly by Harris and Jack Beeton. The plot is that Pip should drive the outfit in next year's classic meetings and at certain home events, while Jack takes over for the minor battles. But there should be no need to wait until next season to see the B.M.W. in action, for Harris



Victor's grin from René Baeten

hopes to use it at Silverstone next month. To that end Watsonians are already under way with the construction of streamlining and with a companion sidecar, using as a "tailor's dummy" a stripped-down machine.

EXCELLENT RACING is expected at the Dundee and Angus Club's meeting at Ertol airfield next Sunday. The total entry of 122 is only one short of the record. Racing on the figure-of-eight track will begin at 1.30 p.m. Admission charges are: adults, 2s; children, 1s. Parcage costs 1s for motor cycles, 2s for cars.

BECAUSE OF THE CLOSENESS of the date with that of the Dundee Club's meeting, the Perth Club has postponed its Ertol fixture originally planned for August 24. The new date will be early in September.

ENTRIES FOR the Manx Two-Day Trial, to be held on September 6 and 7, are already in excess of 150. (The lists close on Saturday.) For the benefit of those who want to make a last-minute entry, the secretary is E. J. Shimmin, Grenaby, York Road, Douglas, Isle of Man.

THE SOUTHAMPTON CLUB'S national road-race fixture for September 28 has been cancelled. Another cancellation is the grass-track meet; to have been held by the Gainsborough Club on Sunday, Aug. 24.

RACING IN SOUTH AFRICA has suffered a severe setback by the announcement that plans for the building of a grand-prix circuit at Amalinda Park, East London, have been abandoned. The city council had approved of a loan of £30,000 for the project. Now, say the organizers, the costs have risen to £48,000 and the circuit is no longer an economic proposition.

*At Ettelbruck last Sunday the field streams off from the wide, smooth, grass-surfaced starting area that leads to the wooded section*



# Scooterists Have Fun

## Midsummer Touring Trial Run in Excellent Weather

AT a time when scooter clubs are on the threshold of affiliation to the A.C.U., there was particular significance about the Sunbeam Club's Midsummer Touring Trial which took place in perfect weather last Sunday. Scooter riders had been invited to take part for the first time a year ago, but response then was small. This year, however, the scooter entry was almost doubled and 34 of them set out from Dunsfold, near Guildford, to cover an 80-mile course. They found the going arduous, and the only ones to finish without loss of marks on time were the experienced trio of riders from the now-famous 355 Scooter Club, J. H. Dent, A. A. Gray and H. J. Parker, all on 147 c.c. Peugeots.

Dent made best performance in the special tests, beating team-mate Gray by one mark. Heroes of the trial were three N.S.U. Quickly owners—G. F. Handscombe, C. Sedgwick and D. S. Mayhew—who completed the course in excellent order and were heard asking for more rough stuff! As a means of providing scooter riders with an insight into the enjoyment to be derived from motorcycle touring trials, last Sunday's event was an unqualified success.

**BEST PERFORMANCE.**—C. R. Bell (498 Triumph); 0 marks. 1st, Best Army Rider—Cpl. R. G. Coker (350 Matchless); 2nd, Best Scooter Rider—J. H. Dent (147 Peugeot); 3rd, Best Novice—Gdn. B. Kiddell (347 Matchless). 2. Team Prize—Royal Military Police, Woking; L/Cpl. R. G. Coker, Sgt. F. W. Gamwell, Cpl. R. Mannerling, 1.

## Lampkin Hat-trick

IT was not until the all-comers' final at the North Ribblesdale Scramble last Sunday that anyone could get ahead of B.S.A. rider Arthur Lampkin. R. Dickinson (348 B.S.A.) snatched the lead in the last few yards, while Lampkin dashed through the mud almost abreast of him. But victory was snatched from Dickinson as a slide sent him sprawling. Racing was held over a 4-mile circuit at Cave Haw, near Settle, Yorks, and a thunderstorm obliged by waiting until racing finished.

**250 c.c. Race.**—1. J. M. Robinson (197 Dot); 2. P. H. Gaunt (Francis-Barnett); 3. E. B. Crookes (Francis-Barnett); 350 c.c. Race.—1. A. J. Lampkin (B.S.A.); 2. R. Dickinson (348 B.S.A.); 3. D. Batty (B.S.A.); 500 c.c. Race.—1. A. J. Lampkin (B.S.A.); 2. R. Dickinson (348 B.S.A.); 3. E. Atkinson (Ariel). **Non-Experts' Race.**—1. D. Batty (348 B.S.A.); 2. E. J. Spencer (350 B.S.A.); 3. K. Butterfield (498 B.S.A.). **All-comers' Race.**—1. A. J. Lampkin (499 B.S.A.); 2. H. Dickinson (348 B.S.A.); 3. J. M. Robinson (197 Dot).

## Grass-track Titles

THE Southall Club successfully defended its title and retained the club championship at the South-Midland Centre grass-track championships meeting at Pedley Hill, near Hemel Hempstead, on Sunday. A very good crowd saw some excellent racing by E. Bayley and A. Hagon with J. Argrave challenging all through; all three rode J.A.P.-powered machines. The racing was robbed of some excitement when J. Rogers spilled while leading comfortably in his 350 c.c. heat; he had been expected to win both the 350 and

500 c.c. championships. He was taken to hospital with concussion but not detained.

All the individual championships changed hands with the exception of the 125 c.c. and sidecar titles, which were defended successfully by R. Doggett (B.S.A.) and Freddie French (Norton) respectively.

**Cup Championship.**—1. Southall, 45 points; 2. Grasshopper (Chingford), 29; Watford, 28.

**Individual Championships:** 125 c.c.—1. H. Doggett (B.S.A.); 2. M. Gutsell (B.S.A.); 3. R. Tarrant (B.S.A.); 100 c.c.—1. D. Baxter (Triumph); 2. K. Greer (Triumph); 3. M. Banks (Greaves); 250 c.c.—1. E. Bayley (J.A.P.); 2. A. Sweby (Archie); 3. J. Clegg (Matchless); 500 c.c.—1. E. Bayley (J.A.P.); 2. J. Argrave (J.A.P.); 3. D. DREWETT (J.A.P.); 3. J. Argrave (344 J.A.P.).

**Sidecar Handicap.**—1. F. French (569 Norton); 2. D. John (998 Vincent); 3. R. E. Cheyney (497 Norton).

with a car. Aged 31, Ovens had only recently recovered from injuries received during practice for the 1956 Isle of Man T.T. His first T.T. race was the 1955 Junior in which he finished 19th on an A.J.S.

**TECHNICAL manager of Claude Rye Bearings** for the past three years, W. Whittaker has now been appointed to the board of directors.

**READERS' CORNER.**—**Found.**—July 3, in Cheddar Gorge, helmet, goggles and gauntlet gloves. Ref. No. 676. **Instruction Book Wanted.**—A.K. (Fife): for a 1938 G2MC Matchless.

**LOCAL heats for the Metropolitan Motor Cycles of the Year competition are being held at Kingston upon Thames, Surrey, on Sunday. Entry forms can be obtained from R. R. Slatter, 40, Charter Road, Kingston.**

**A SPECIAL display of A.J.S. and Matchless models, including a sectioned two-fifty engine and its components, is at present being held by John Surtees at his premises at 4, Bell Parade, West Wickham, Kent. The exhibition closes on Saturday.**

**MEN** of the Automobile Association's highland patrol, the force which operates in the north of Scotland, are now linked by two-way radio. The radio coverage extends northward as far as Wick, eastward to Lossiemouth and Elgin, southward to Drumadrochit and westward to Achnasheen, Braemore Lodge, Laird and beyond.

**A ROAD-COURTESY rally will be held by the road-safety committee at Newton-le-Willows, Lancashire, on August 31. It will be held in two parts: a 40-mile route and a series of manoeuvrability tests. Regulations are available from the Secretary, Road Safety Committee, Town Hall, Market Street, Newton-le-Willows, Lancs. Entries close on August 23.**

**ELEMENTARY** and advanced evening classes in motor-cycle maintenance will again be held at Four Dwellings School, Quinton, Birmingham, 32. Classes take place on Mondays and Wednesdays between 7.30 and 9.30 p.m. Intending pupils will be enrolled at the school on Monday and Tuesday, September 8 and 9, between 7 and 9 p.m. The instructor is R. J. Woodward.

**A FURTHER** list of winners of road-safety badges in the competition organized by the Auto-Cycle Union has been announced. Successful riders are: W. Charlton, Bradford; Alan Winders, Sunderland; R. W. Taylor, London; T. Mitson, Slough; Eric Gee, Harworth; Alan Gray, Newark. Club secretaries are reminded that the closing date for the receipt of nominations is September 1.

**MAIN** constructional work is about to start on the £358,000 Ministry of Transport scheme for a two-level junction to allow traffic on Kingston By-pass to flow under the Surbiton Leatherhead road, A243. A large roundabout incorporating two road bridges will replace the existing roundabout at ground level. The new roundabout will be connected by four slip-roads to the by-pass which will run in a cutting formed under the roundabout.

**REGULATIONS** are available for the following events: the Sheffield and Hallamshire Club's regional-restricted Mayfield scramble (August 24). Entries close August 16. Secretary is A. H. Bisby, 226, Dobcroft Road, Sheffield, 11.

The B.M.C.R.C. national Hutchinson 100 at Silverstone (September 13). Entries close August 18. Secretary is W. G. Tremlett, 34, Paradise Road, Richmond, Surrey.

Cambridge Club's regional-restricted Cambridgeshire Grand National (September 7). Entries close August 25. Secretary is G. H. Summerfield, 8, Hereward Close, Histon, Cambs.

Louth Club's national Cadwell Park road races (September 14). Entries close August 19. Secretary is C. Wilkinson, 140, Eastgate, Louth, Lincs.

Scarborough Club's international road races (September 19 and 20). Entries close August 29 and should be sent to the club at 14a, Aberdeen Walk, Scarborough.

The national road-race meeting at Brands Hatch (September 21). Entries close August 30. Secretary is R. Thomas, 15, The Walk, Wainscott, near Rochester, Kent.

## Improved Mobymatic

BECAUSE it has proved successful on the Super de Luxe and de Luxe Mobylette mopeds, the Dimoby transmission is now embodied also on the Mobymatic model. As many know, the Dimoby system features a

### Next Week

HOW DO YOU RIDE—tensed and "posed" or relaxed and at ease? Riding posture is the subject of an article entitled "Stately or Sack of Potatoes," written by George Wilson for next week's issue. Among the other highlights are an account of the first motorcycle climbs ever of the 9,160ft Sani Pass in South Africa, an analytical article by Jimmy Simpson on fault-finding and, of course, all the usual regular weekly features.

double automatic clutch which enables the rider to move off from rest without recourse to the pedals.

In spite of the improvement, the price of the Mobymatic remains at £69 19s 6d inclusive of British purchase tax. Concessionaires are Motor Imports Co., Ltd., 158, Stockwell Road, London, S.W.9.

## New Quickly

A SPORTS edition of the N.S.U. Quickly moped is to be marketed in about four weeks' time. The machine will feature a light Italian-style frame, finished in red with a contrasting two-colour tank finish. The power unit will be the famous 49 c.c. Quickly engine with three-speed gear box controlled from the handlebar.

## Up Again

OWING to "a further hardening of world prices," all-petrol companies increased the retail price of their standard-grade petrol by ½d a gallon at the end of last week. This increase, the second in 23 days, brings the price of standard petrol to 4s 3½d in the inner zones, 4s 3½d in outer zones and 4s 4d in the general zones. Prices of premium and super grades remain unaffected.

## Tony Ovens

RACING enthusiasts will be sorry to learn of the death of Tony Ovens who was killed on his way to church last Sunday when his motor cycle was involved in a collision

# CLUB NEWS

**A.M.C. Owners** (Bristol).—August 14: Meeting (White Lion, Fishponds Road, Eastville, 7.30). (South Eastern).—August 17: Wicksteed Park (Marble Arch, 9). (South Yorkshire).—August 17: Wicksteed Park (Foljambe Arms, 9 or Sheffield City Hall, 8.30). (West Herts).—August 17: Wicksteed Park (meet there, noon).

**Bond Minicar** (East Anglia).—August 17: Aldeburgh (H.Q., 11). (Manchester).—August 17: Chester Zoo and River Dee (Albert Square, 9.30). **Boots**.—August 17: Support Phoenix Scramble (Beacon Road, 11). **British Two-Stroke**.—August 17: Dunstable and Whipsnade-Hanger Lane Station, North Circular Road, 9.30). **Brougham and Bretton**.—August 17: Inter-club navigation run (Picton Lanes, near Chester, 2).

**Central Leeds**.—August 20: Mystery run (Westgate, 7.45). **Chefsoford**.—August 16: Working party (scrambles course, 2). 17: Marshalls meet (scrambles course, 11). **Clydebank**.—August 17: Captain's Run (H.Q., 10.30).

**Darlington**.—August 20: Scramble (Low Row, Arkengarthdale, near Reeth, 6.30). **Devonport**.—August 15: Games (H.Q., 8). 17: East Portlemouth (Morley, 10.30). **Ditton**.—August 17: Coast run (Hampton Court, 8.30). **East Action**.—August 17: Beaconsfield and Henley (Duke of York, 9.30). 20: Meeting (Duke of York, 8). **Ford**.—August 17: Frensham Ponds (Reg Smith's, 9). **Glasgow Speedway**.—Pass of Killiecrankie (Paisley's Corner, 10.30). **Gloucester and Cirencester**.—August 19: Treasure hunt (H.Q., 7.30).

**Halifax**.—August 17: Mystery run (Saville Park, 1.45). 19: Evening trial (H.Q., 8). **Happy Wanderers**.—August 17: Support Eastbourne Veteran Rally (Arlington, 3.30). 20: Committee meeting (Horsforth Lambretta).—A new club. Secretary: I. H. Greaves, 26, Victoria Mount, Horsforth, Leeds.

**Hiford**.—August 19: Natter night (Dr. Johnson, 8). **Ikstone**.—August 17: Everyman Main-road Trial (Peacock Hotel, Oakthorpe, 11). **Kings Norton**.—August 15: Natter night (Klav'er).—August 17: Worcestershire Scramble (The Ridge, Wollaston, near Stourbridge, 2.30).

**L.E. Velo** (Essex).—August 20: Evening run (Halfway House, 7.30). (London).—August 15: Club night (Orange Tree, Totteridge, 8). 16: Social evening (The Doves, Hammersmith, 8). (Manchester).—August 20: Rudyerd Lake (Cheadle Green, 7.15). (Midland).—August 17: "Paradise with Charles" (King Heath Old Church, 9.30). **Leatherhead**.—August 14: Club night. 17: Coast run (Epsom Clock Tower, 10). **Leavesden**.—August 18: Meeting (Three Horse-shoes, Garston, 8). **Leeds Bond Minicar**.—August 17: Social run (foot of Winnats Pass, Castleton, 9.45). **London Douglas**.—August 15: Run (H.Q., 8). 17: Hopton (Woodford roundabout, 9). **London Scooter**.—August 17: Devils Dyke and Brighton (Blue Cockatoos, 9 and Henly's Corner, 9). **London Touring**.—August 17: Picnic at Harting Downs (Fox and Nichol, 9.30).

**Manchester Eagle**.—August 17: Lathkill Dale (Rising Sun, Hazel Grove, 10.30). **Manchester Lambretta**.—August 17: Knaresborough (Albert Square, 8). **Manchester Vagabond**.—August 17: Southport (Gateway Hotel, East Didsbury, 10).

**Newrest Sidecar**.—August 17: Mallam Tarn (Oldham Market Place, 10). **Norwich Sidecar**.—August 17: Pin Mill (Shirehall, 10.30). 20: Varmouth power station (Griffin Thorpe, 6.45 or power station, 7.30). **Norwich Viking**.—August 17: Support centre scramble championships (Harford Bridges, 11.45). **Norwood**.—August 17: Seaford (Palace Parade, 9.30). **Nottingham Tornado**.—August 14: Puzzle run (Forest football ground, 7). 17: Social run (football ground, 10). 20: Club night (Beechdale Hotel).

**Panther Owners**.—August 17: Combe Hill (Acc Cafè, 9). **Pendennis**.—August 15: Captain's Run (H.Q., 7.30). **Plymouth Touring**.—August 14: Rounders (Velverton Rock, 17). Carhays Stadium, Pennycross, 10). **Prima Eagle**.—August 17: Brighton (Stratford Church, 9). 18:

Records evening. **Quickly**.—August 15: Film show (Crown and Sugar Loaf, Garlick Hill, London, E.C.4, 7.30).

**Ravensbury**.—August 17: Fishing and swimming (Hurst, near Maidenhead, 11). **Reading All-weather**.—August 19: Meeting (River Club, Lodder Bridge, 8). **Ringwood**.—August 18: Moto-ball (Burley, 8). **Ripon**.—August 17: Scramble (Home Farm, Hutton Conyere, 2). **Rochester**, **Chatham**.—August 15: Committee meeting (Three Crutches, 7.45). 17: Run (Moat Park Lake, 3). 20: Boulogne (City Way, 7.30). **Royal Enfield Owners**.—August 17: Support Folkestone grass-track racing (St. Paul's, 9.30 and Lewisham, 10). **Rudge Enthusiasts**.—August 17: Meeting (Hoop and Grapes, 7.30). **Saints**.—August 14: Club night (St. Andrew's Boys' Club, 8). **St. Albans**.—August 17: Treasure hunt (Camp Hotel, 2). **Sidcup**.—August 14: Club night. **Somerton**.—August 19: Any questions (Red Lion, 8). **South Liverpool**.—August 17: Observers' run (Tunnel, 9.30). **South Yorkshire Sidecar**.—August 17: Chester (Barnsley) Town Hall, 9 and Doncaster Racecourse, 9). **Southern Triumph Riders**.—August 17: Beaulieu museum (Staines, 9). **Streatham**.—August 17: Support Southern Sporting trial (Cricketers, 8.30). 18: Club night (Redfern).

**Tenterden**.—August 17: Support Folkestone grass-track racing (Rhodes Minnis, 2) and South-Downs Trial (Rising Sun, Milland, 10). 19: Committee meeting and club night (Eight Bells, 7 and 8). **Trade Winds**.—August 17: St. Osyth (H.Q., 9). 20: Club night (King's Head, Edmonton Green). **Triumph Owners** (Bedford).—August 14: Mystery run (H.Q., 8). (Epping Forest).—August 17: Support Eastern Centre scramble (Wake Arms, 8.30 or Gallows Corner, 9). 19: Games (H.Q., 7.30). (North London).—August 15: Technical lecture (H.Q., 8). 17: St. Ives (Glanfield's, 9). Southampton).—August 17: Longleaf House (Maybush Corner, 1.30). 18: Meeting (Newlands Hotel, Portswood, 8). (Wolverhampton).—August 18: Sutton Park (Keepers Pool, 8). **Triumph Owners** of North-West Kent.—August 19: Tombo (H.Q., 8).

**Vagabonds**.—August 17: Picnic run (Highway Café, 2.30). 18: Club night (Bull's Head, Turnford). **Vincent H.R.D. Owners** (Cambridge).—August 14: Club night (Trinity Foot, A604). (Country).—August 15: Club night (Phantom Coach), (Derby).—August 14: Club night (Osmaston Park Hotel). (East Midland).—August 17: Coast run (Sexondale car park, A46).

**Vagabonds**.—August 17: Picnic run (Highway Café, 2.30). 18: Club night (Bull's Head, Turnford). **Vincent H.R.D. Owners** (Cambridge).—August 14: Club night (Trinity Foot, A604). (Country).—August 15: Club night (Phantom Coach).—August 17: Summer competition (Alexandra Palace, 10.30). **Woolwich**.—August 14: Quiz (H.Q., 8). **Worthing Eagle**.—August 14: Club night (8).

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9). (Essex).—August 15: Club night (White Hart, Chelmsford). (North London).—August 19: Club night (The George, Holmes Road, Kentish Town, Oxford).—August 15: Club night (Bear and Ragged Staff, Cumnor). (West London).—August 18: Club night (Ickenham Community Centre).

**Watling Association**.—August 17: Broadway Hill Tower (Queen of Hearts, 9). **West Essex**.—August 17: Stratford on Avon (Dick Turpin's Cave, 8.30). 18: Club night (H.Q., 8). **West Herts**.—August 17: Hare-and-hounds run (Red Lion, 2). **West Leeds**.—August 18: Working party (Post Hill). 20: Support Darlington scramble (Low Row, near Reeth). **West London**.—August 14: Club night (H.Q., 8). 17: Camber Sands (Fox and Nichol, 9.30). **Weybridge**.—August 17: Support Motor Cyclist of the Year competition (Addlestone car park, 10.30). 19: Committee meeting (H.Q., 8). **Wickham**.—August 15: Records (H.Q., 8.30). 17: Treasure hunt (Farmhouse Café, 2). **Wood Green**.—August 17: Summer competition (Alexandra Palace, 10.30). **Woolwich**.—August 14: Quiz (H.Q., 8). **Worthing Eagle**.—August 14: Club night (8).

THE CLUBMAN

## Important Events

**Saturday, August 16**.—**Cornwall**: Scramble Cigan Farm, Redruth, 6 p.m. **Monmouthshire**: Grass-track racing, Cross Keys, Withington, Hereford-Bromyard road (A465), 5.30 p.m.

**Sunday, August 17**.—**Moto-Cross Grand Prix of Sweden**, Uddevalla, 50 miles north of Gothenburg. **Errol Aerodrome**: Road races, 1.30 p.m. **Lancashire**:

North West Trial, Rivington, 1.30 p.m. **Newburn**, moon. **Mobile-ball**, Mandale Park, Manchester Road, Rochdale, 2 p.m. **Yorkshire**: Topcliffe Rally, Angel Hotel, Topcliffe, near Thirsk, 11 a.m. **Glossop**: Rally, Blythwood Square, 11 a.m. **Team trial**, Libo Quarry, on the Barnhead-Lugton road (A736), 11.30 a.m. **Essex**: Eastern Centre Scrambles Championships, Edwins Hall, Woodham Ferrers, Chelmsford, 1.30 p.m. **Gloucestershire**: James Trophy Trial, Windmill Napa, Portway, near Birmingham, 10.30 a.m. **Hampshire**: South-Downs Trial, Rising Sun, Milland, near Liphook, 10 a.m. **Cambridgeshire**: August Scramble, Old Bank, Littleport, 2 p.m. **Cheshire**: August Scramble, Hatherton Hall Farm, Hatherton, Nantwich, 2 p.m. **Kent**: Grass-track racing, Gate Inn Grass Track, Rhodes Minnis, rear Folkestone, 2 p.m. **Blue Lamp Road Trial**, The Warren, Metropolitan Police Sports Ground, Hayes Common, 10.30 a.m. **Cambridgeshire**: Velocity Cup Trial, Sour Nook, near Sebergham, 2 p.m. **Birmingham**: Grass-track racing, Hall Farm, Kenilworth Road, Knoyle, 2.30 p.m. **Oxfordshire**: Stoke Lyne Scramble, Church Farm, Stoke Lyne, near Bicester, 2 p.m. **Devon**: Scramble, Crow Beare Farm, 1 mile from Torrington, 6 p.m. Scramble,

Smallbrook, Newton St. Cyres, near Exeter, 3 p.m.

**Friday, August 22 to Sunday, August 24**.—**Surrey**: Surrey Hills Welsh Trial, Scale Cafe, Hog's Back (A31), near Guildford, 11 p.m. (finish at same point on Sunday).

**Saturday, August 23**.—**Aberdare Park**: Road races, 1.30 p.m. **Kirkcudbrightshire**: Grass-track racing, Gatehouse of Fleet, 7 p.m. **Yorkshire**: White Rose Night Trial, Orrell's Garage, Wortley Road, Rotherham, 9 a.m.

**Sunday, August 24**.—**Brands Hatch**: Road races, 12.30 p.m. **Hawkhurst Park**: Midland Championship Solo Scramble, Hine Heath, Shropshire, 2 p.m. **Sussex**: Sunbeam Novice Trial, Cross in Hand, 11 miles from Horsted Keynes. **Scramble**, Caldecott Farm, Newton Mearns, 2.30 p.m. **Kent**: Grass-track racing, Lydden Hill, near Dover, 2 p.m. **Yorkshire**: Mayfields Scramble, Ringinglow, 2.30 p.m. **Herefordshire**: Scramble, Fordingbridge, 11 miles from Hereford, 2.30 p.m. **Leicestershire**: Scramble, Warton, near Carnforth, 2.30 p.m. **Somerset**: Leighton Scramble, Heale's Ladder, Leighton, near Frome, 2.30 p.m. **Berkshire**: Berkshire Grand National, Bower Farm, Aldworth, near Streteley, 1 p.m. **Huntingdonshire**: Point-to-point scramble, Abbey Farm, Woodwalton Road, near Sawtry, 2 p.m. **Hampshire**: Grass-track racing, The Mount, Poulnar, Ringwood, 2.15 p.m. **Suffolk**: Jock Horsfall Scramble, Mumby Hills, Westleton, 1.30 p.m. **Devon**: August Scramble, Couchill Farm, Seaton, 3 p.m. **Herefordshire**: Moto-ball, Rye House Stadium, Hoddesdon, 4.30 p.m. **Nottinghamshire**: Beeston Grand National, Beeston Hall Farm, 1.30 p.m.

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| 1958 A.M.C., 150 Model D.J.               | £59 10  | 1958 AXIEL, Square Four, 1,000 c.c.              | £189 10 | 1955 VELOCETTE, 500 c.c. M.A.C.                 | £145 10 |
| 1958 A.M.C., 150 Model D.J.               | £59 10  | 1955 AXIEL, 400 c.c. V.8, dual sidecar           | £199 10 | 1958 LAMBRETTA, 150 c.c. I.D.B. Extras          | £145 10 |
| 1954 LAMBRETTA, 150 c.c. Extras           | £209 10 | 1957 SUNBEAM, 150 c.c. As new                    | £215 10 | 1951 B.S.A., 50, adult A.10 sidecar             | £149 10 |
| 1955 JAMES, 175 c.c. Captain              | £79 10  | 1957 B.S.A., B.24, 500 c.c. Gold Star            | £229 10 | 1957 EXCELSIOR, Talisman Twin, 250 c.c.         | £149 10 |
| 1953 LAMBRETTA, 150 c.c. Super            | £79 10  | 1957 RAMBI, 50 c.c. Scooter                      | £89 10  | 1957 HILLMAN, 150 c.c. Red Hunter, s. arm       | £145 10 |
| 1957 JAMES, 175 c.c. B.M.C. s. arm        | £79 10  | 1958 B.S.A., C.11, 250 c.c. e. frame             | £89 10  | 1957 BELLA, 150 c.c. Red Hunter, s. arm         | £145 10 |
| 1952 B.S.A., 250 c.c. B.31, s. gr.        | £259 10 | 1958 LAMBRETTA, 150 c.c. Extras                  | £209 10 | 1955 B.S.A., 600 S.V. M.2L Bumper s. s. w. car  | £159 10 |
| 1956 VESPA, 125 c.c. Extras               | £49 10  | 1958 JAMES, 197 c.c. Extras                      | £165 10 | 1955 PANTHER, 500 c.c. Model 100                | £169 10 |
| 1955 FRANCIS-BARNETT, 225 c.c. Extras     | £95 10  | 1957 LAMBRETTA, 150 c.c. Mr. III, Extras         | £109 10 | 1958 FORD Prefect, Our owner, two tone blue     | £169 10 |
| 1955 LAMBRETTA, 150 c.c. I.D.B.           | £99 10  | 1958 PRIMA, 150 c.c. self starter, Extras        | £139 10 | 1955 VELOCETTE, 500 c.c. M.A.C.                 | £145 10 |
| 1955 FRANCIS-BARNETT, 197 c.c. Extras     | £109 10 | 1957 BELLA, 150 c.c., self starter               | £149 10 | 1958 LAMBRETTA, 150 c.c. Extras                 | £145 10 |
| 1956 B.S.A. 600 c.c. M.2L, dual sidecar   | £210 10 | 1957 TRIUMPH, 6.T. Albion single s. s. arm       | £149 10 | 1958 EXFIELD, 250 c.c. Clipper                  | £179 10 |
| 1956 ALBATROSS, 250 c.c.                  | £119 10 | 1957 A.G. Peete, 7-Wheeler, Sauer                | £299 10 | 1955 B.S.A., 250 c.c. C16                       | £199 10 |
| 1954 MATCHLESS, 500 c.c. G3/L8.           | £119 10 | 1958 EXCELSIOR, Comet, 250 c.c.                  | £259 10 | 1958 LAMBRETTA, 150 c.c. Model 100, s. gears    | £259 10 |
| 1956 B.S.A., C.12, 250 c.c. Super         | £119 10 | 1955 EXCELSIOR, 250 c.c.                         | £249 10 | 1957 VESTONI, Peosta, 150 c.c. million east     | £109 10 |
| 1956 JAMES, 175 c.c. B.31, s. gr.         | £119 10 | 1958 PANTHER, Model 35, 250 c.c.                 | £259 10 | 1957 PANTHER, 250 c.c. Model 55                 | £155 10 |
| 1957 B.S.A., 250 c.c. C.12, Extras        | £125 10 | 1958 FRANCIS-BARNETT, Falcon, 197 c.c.           | £265 10 | 1952 PANTHER, 250 c.c. Falcon, s. arm           | £169 10 |
| 1954 MATCHLESS, 500 c.c. G3/L8.           | £129 10 | 1958 FRANCIS-BARNETT, 150 c.c. Plover            | £270 10 | 1954 EXFIELD, 250 c.c. Falcon, s. arm           | £169 10 |
| 1955 B.S.A., 350 c.c. B.31, s. arm        | £129 10 | 1958 PRIMA, 150 c.c. Extras                      | £189 10 | 1955 B.S.A., 250 c.c. B.10                      | £199 10 |
| 1953 LAMBRETTA, 150 c.c. A.10, straime    | £129 10 | 1958 B.S.A., 175 c.c. 250 c.c. V.                | £189 10 | 1955 TRIUMPH, 500 c.c. T.100                    | £169 10 |
| 1952 LAMBRETTA, 150 c.c. Mr. III          | £129 10 | 1958 NORTON, 632 c.c. Big Four, single s. s. arm | £189 10 | 1957 DIANA, 200 c.c.                            | £169 10 |
| 1952 D.M.W., 250 c.c. Twins, As new       | £129 10 | 1957 TERRIT, 125 c.c. Extras                     | £109 10 | 1957 A.G., 200 c.c. 1530H                       | £179 10 |
| 1957 PRIMA, 150 c.c. self starter, Extras | £149 10 | 1958 LAMBRETTA, 150 c.c. I.D.B. Extras           | £109 10 | 1957 MATCHLESS, 600 c.c. G.11                   | £219 10 |
| 1957 AXIEL, 500 c.c. K.H. Twin            | £159 10 | 1954 B.S.A., A.7, 260 c.c. s. arm                | £129 10 | 1958 NORTON, 600 c.c. 1530H                     | £189 10 |
| 1953 B.S.A., 650 c.c. A.10, adult sidecar | £159 10 | 1957 LAMBRETTA, 150 c.c. L.D.B. Extras           | £135 10 |   |         |

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| 1957 KUBOTA Combinette, Springer, Anor  | £150 10 |
| 1954 VESPA, dual seat, carrier, grey/maroon   | £175 10 |
| 1955 LAMBRETTA, 150 c.c., pillion, carrier  | £200 0  |
| 1955 LAMBRETTA, 150 c.c., pillion, pillion  | £200 0  |
| 1957 PHOENIX, 150 c.c., 1 owner, dual seat screen                                   | £115 0  |
| 1955 BELLA, 150 c.c., 4-speed, front change, screen                                 | £125 0  |
| 1957 PRIMA, 150 c.c., 2-seater, 1 owner   | £125 0  |
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| 1952 MILLMAN Mini Coupe, blue, heater                         | £300 0 |

#### Road Tested—Combinations and Solos

|   |         |
|---|---------|
| 1947 R.S.A., 350 c.c., dual seat, alloy guards                                | £45 0   |
| 1957 JAMES, 98 c.c. Comet, maroon, 2-seater                                   | £200 10 |
| 1957 ROYAL ENFIELD, 150 c.c. Pionier, screen, 3,000 miles                     | £75 0   |
| 1956 R.S.A., 150 c.c. Bantam Major, maroon, leatherseats                      | £70 0   |
| 1951 ROYAL ENFIELD, 150 c.c. Tiger  | £79 10  |
| 1952 VELOCETTE, 200 MAXI, dual seat   | £79 10  |
| 1956 ARIEL, 200 c.c. springer, pillion  | £79 10  |
| 1956 R.S.A., 500 c.c. R.V. M.T., and one full-door Triton D.A. sidecar        | £800 10 |
| 1957 F.BARNETT, 150 c.c. Plover, leatherseats, 1,800 miles                    | £80 10  |
| 1951 SORTON, 600 c.c. R.V. and one full-door Triton D.A.                      | £85 0   |
| 1956 TRIUMPH, 200 c.c. Tiger Cub, sp. frame, 16in. wheels                     | £85 0   |
| 1952 MATCHLESS, 500 c.c. G.M.B., maroon, dual seat                            | £85 10  |
| 1955 ROYAL ENFIELD, 200 c.c. Bantam, heater, 1 owner, 9,000 miles, immaculate | £100 10 |

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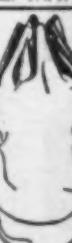
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*35 years ago I bought my first bike from*

**KING'S**  
OF OXFORD

126 St. Michael's Roads,  
Pleasure,  
Reading, Berks.  
9th May, 1958.

Dear Mr. King,  
I was very interested to read page 8 of the "Evening News" on Wednesday, May 7th, which contained extensive details of the growth of your business. Of particular interest to me was the mention of parts by you for your father's coal yard which, in your early business days, was used by you for your motor cycle business, as it was here in, I think, December 1925 that I bought my second machine. This was a 16H Norton, and I part exchanged with you a very ancient V Twin 300 c.c. Mofield.

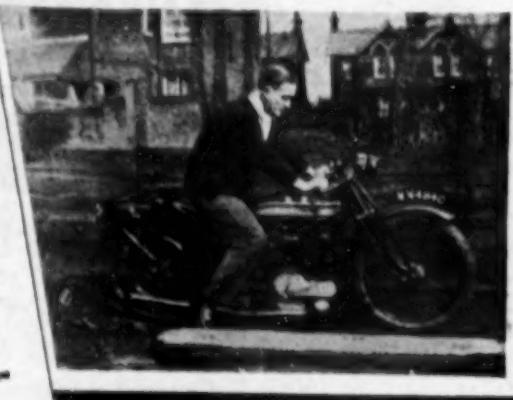
Regarding the paragraph in the newspaper stating that, despite any hire purchase terms, you endeavoured to allow time to pay, I can thoroughly endorse those remarks as I recall that, when buying the Norton, you allowed the sum of £5. to remain outstanding for about six weeks despite the fact that you had no security whatsoever apart from my name and address. Unfortunately, my motor cycling days are now over but the deal which I have mentioned, and one later one, have always been happy remembrances to me.

In case it may be of interest to you to have a view of one of your early sales, I am enclosing a snap of the machine referred to above.

Hoping you are enjoying good health, and wishing your business continued success,

Yours sincerely,  
*John P. Parker*  
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| 39 B.M.W. 500 c.c. 2-stroke, 2-wheel drive, leather seat, etc., sound throughout. | £120 |
| 40 TRIUMPH 600 c.c. Thunderbird, arm, blue, as new.                               | £120 |
| 41 B.A.A. 500 c.c. A.T. Twin, arm, leathers, carrier                              | £130 |
| 42 B.M.W. 500 c.c. 2-stroke, 2-wheel drive, leather seat, etc., sound throughout. | £130 |
| 43 SUNDAPP Motor 200 c.c. scooter, frame red, Induction carb from new.            | £130 |
| 44 DOUGLAS Vespa 125 c.c. scooter, exceptional cond.                              | £130 |
| 45 ROYAL ENFIELD 500 c.c. O.H.V. fitted acree dual seat, paniers, etc.            | £130 |

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|   |      |
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125cc.—Douglas Dragonfly, Oct. 1957, 540cc. clv. 2 terms, exchanges; list open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

**DOUGLAS WANTED**

**PRIDE & CLARKE**.—Biggest demand, highest prices.—Stockwell Rd., S.W.9. Tel. Brixton 6251. [W1098]

**WE** pay £10 more for Douglas; H.P. accounts settled, cash balance immediately; we pay your fare home.—Ride it to Kinross Motors, 26-8, Caversham Rd., Reading. Open 5 a.m.—5 p.m. weekdays, 11 a.m. until 5 p.m. Tel. Reading 2237. [W1099]

**DOUGLAS SPARE PARTS**

**CLAUDE RYE**, Ltd.—Full range of spares for the T35 model, c.c.d.—895-921, Fulham Rd., S.W.6. Renown 6174. [S1105/R]

**DOUGLAS VESPA**

BRAND new

125cc Vespa at the new price: £125

IMMEDIATE delivery from stock.—E.S. Motors, 355, High Rd., W.4. Chiswick 6368. [C1051]

**GODFREYS**, Ltd.—Appointed Vespa dealers all depots.—See display advert. [C1052/R]

**WHITBYS**.—Vespa specialists, new and second-hand.—275, Acton Vale, London, W.3. She. 5555. [C1115]

**SLOCOMES OF NEASDEN**!!! for your new Vespa, N.W.10. Gladstone 3355-8 lines. [C1115]

**LEA SCOOTERS**.—Immediate delivery all models, part exchange, h.p. terms, service after sales.—Morden Court Parade, Morden, Surrey. Mit. 4466. [0054/R]

85cc.—Douglas Vespa, June 1956, 125cc, dual seat, windshield, year's tax, choice 2; terms, exchanges.—Rowland Smith, below. [C1114]

49cc.—Douglas Vespa, 1954, 125cc., many extras; terms, exchanges; list open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

**DOUGLAS VESPA WANTED**

**GEORGE CLARKE** pay most for Douglas.—276, Brixton Hill, S.W.2. Tulse Hill 5211. [W1019]

**ROWLAND SMITH'S**, the Douglas Vespa buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R]

**DOUGLAS VESPA SPARE PARTS**

**GLANFIELD LAWRENCE**.—No waiting.

**WE** hold immense stocks of Vespa spares; immediate delivery—either over the counter, or by our return postal service—Call, phone or write, 407, High Rd., North Finchley, N.12. Tel. Fin. 0091. [S1044/R]

**GODFREYS**, Ltd., 834, High Rd., N.12. Hill 2149. All spares & access. c.c.d. service. [C1052/R]

**YOUNG'S**.—Vespa spares and accessories, list free.—32, Tooting Bec Rd., London, S.W.17. Tel. 7791. [S1154/R]

**RUMPHREYS** for Vespa spares and accessories.—Counter or c.c.d.—122, Hampstead Rd., N.W.3. Euston 6356. [S1052/R]

**EXCELSIOR**

**ROWLAND SMITH'S** for Excelsior

NEW models in stock

29cc.—Excelsior 1952 107cc Villiers, spring frame, very good condition; terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

**YOUNG'S**.—Excelsior main agents; terms, exchanges.—32, Tooting Bec Rd., London, S.W.17. Tel. 7791. [C1154/R]

**EXCELSIOR SPARE PARTS**

**O'NEILL BROS**, Ltd.—All post-war spares, Villiers spares and exchange units, full postal service; trade supplied.—The Broadway, N.W.9. Hendon 6229. [S1117/R]

**BELLAMY'S** hold the finest stock of Excelsior spares for all post-war models; c.c.d. anywhere.—3, Leyland Lane, Dulwich, S.E.22. New Cross 0666. [0511/R]

**KATS OF EALING**, Ltd. Excelsior spare parts stockists. Trade supplied quotation cash or return.—8-10, Bond St., Ealing, W.5. Tel. 2387. [S1075/R]

**LONDONS** Excelsior specialists.—Alec Jackson, Talisman and Spry spares; largest stock in Great Britain; c.c.d. by return; repair specialists.—Alec Jackson Motor Export, Ltd., 1000, Brixton Rd., Kenilworth Green, London, N.W.10. Ledbrook 2793. [S1066/R]

## THE MOTOR CYCLE

14 AUGUST 1958

## FRANCIS-BARNETT

**F**RANCIS & **BARNETT**, Ltd., Lower Ford St., Coventry 3054. [C1174 R]

**WATKINSON** MOTORS.

**1958** models for immediate delivery, usual terms available—Stockwell Rd., S.W.9. Tel. 2538. [C1174 R]

**ROWLAND SMITH'S** for Barnett.

**NEW** Pion and Light Cruiser in stock.

**FREE** tax and insurance with secondhand motor cycles.

**89**—Francis-Barnett 1956 model 175cc, swinging arm, better than new, open frame, £195. [C1174 R]

**62**—Francis-Barnett 1956 150cc Plover, swinging arm, more extras, one owner, terms, exchanges, list, open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1174 R]

**WHITBYS OF ACTON**—Immediate delivery of new models—275, Acton Vale, W.3. She. 3325. [C1174 R]

**LITTLEJOHN'S**—Main dealer, machines, spares, terms, exchanges—2, Ruskin Rd., Greenford, Middlesex 3255. [C1174 R]

**SLOCOMBE OF NEASDEN!!!** for your new Francis-Barnett, terms and exchanges—239-271, Neasden Lane, N.W.10. Chelstone 3355-8 lines. [C1174 R]

**WHITE & MARTIN** for your new Francis-Barnett, exchanges, terms, spares and repairs—18, Highfield Parade, Southgate, N.14. Palmer's Green 1055. [C1172 R]

**FRANCIS-BARNETT** specialists and main dealers full range of models, including 175cc Light Cruiser, £79. 1956 150cc battery Light Cruiser, £79. E.S. Motors, 325, High Rd., W.4. Chl. 6566. [C1081]

**MEESEN'S**, Shannon Corner, New Malden, Tel. 3110, for immediate delivery of every model of Francis-Barnett motor cycles—250 and the 175cc Light Cruiser just introduced; lists, tuition free; longest and lowest h.p. terms and a square deal exchange; Francis-Barnett and Villiers spares specialists. [C1203]

## FRANCIS-BARNETT WANTED

**GEOFFREY CLARKE** pay most for Francis-Barnett—273, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]

**ROWLAND SMITH'S** for F-Barnett buyers—Hampstead High St., London, N.W.3. Ham. 6041. [W1114 R]

**PRIDE & CLARKE**—Biggest demand, highest prices—158, Stockwell Rd., S.W.9. Tel. Brixton 6251. [W1098]

**CLAUDE RYE** urgently require all models, get our price first! H.p. accounts settled, we pay carriage—895-921, Fulham Rd., S.W.6. Ren. 6742. [W1098]

**WE** pay £10 more for Francis-Barnett. H.P. accounts settled, cash balance immediately; we pay carriage—Ride it to Kingsway Motors, 26-30, Caversham Road, Reading. Open 9 a.m. to 9 p.m., 6 days. Sundays 11 a.m. until 5 p.m. Tel. Reading 2237. [W1098]

**FRANCIS-BARNETT SPARE PARTS**

**WATKINSON** MOTORS, official stockists, 136, Stockwell Rd., S.W.9. Tel. 2538. [C1174 R]

**KAYS OF EALING**, Ltd., Francis-Barnett spare parts specialists, trade supplied, quotations by return—510, Ealing St., Ealing, W.5. Ealing 2387. [S1075 R]

**O'NEILL BROS.**, Ltd.—All post-war Villiers and O.A.M.C. spares and exchange units, full postal service, trade supplied—the Broadway, N.W.9. Notting Hill 6821. [S11179]

**MATTHEWS**, Shannon Corner, New Malden 3110—Britain's first Francis-Barnett distributor and still the best source for all your F-B. and Villiers supplies; trade supplied. [S1203]

## GILERA

**PRISE & CLARKE** main agents—175cc sports, £199-19.6. deposit, immediate acceptance; 24 monthly payments; tax and insurance included in terms, exchanges, catalogue free—158, Stockwell Rd., S.W.9. Tel. 6251. [C1066 R]

**GREEVES**

**GREEVES MOTOR CYCLES**, Manor Trading Estate, Church Rd., Thundersley, Essex. South Benfleet 2761.

**THE** thrill of a lifetime! when you own the new 250cc Fleetwing twin; send your address for details. [C1102]

**A RCHER OF ALDERSHOT**, for Greeves, etc.; spares and service—Victoria Rd., Tel. 323. [C1066 R]

**COMERFORDS** for Greeves: 1,000 machines in stock

—Portsmouth Rd., Thames Ditton, Surrey. [C1102]

**SLOCOMBE OF NEASDEN!!!** for your new Greeves, terms and exchanges—239-271, Neasden Lane, N.W.10. Gladstone 3355-8 lines. [C1102]

**PALMERS**—Immediate delivery of Greeves Scottish Trials and Hawkstone Scrambles models; exchanges and terms—81, Stanley Rd., Teddington. Molesey 1646. [C1102]

**LONGSTAFFS** for your new Greeves, part exchange, secondhand purchases—108, High Rd., Woodford, E.18. Buckhurst 6662, and 69, New Rd., Edmonton, N.9. Edmonton 6163. [C1079]

## HARLEY-DAVIDSON

**NEW** and used machines in stock sold with written guarantee and backed with out 100% after-sales service; all spare parts available—F. H. Warf, Ltd., 811, Kew Rd., Fulham, S.W.6. Renown 2934. [C1001]

## GEO CLARKE

Wherever you live it will pay you to go to George Clarke, as not only will you find a better selection of makes and models, but you will also save from £20 to 50%.

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## LAMBRETTA

**S**LLOCOMBES OF NEASDEN!!! for your new Lambretta terms and exchanges—239-271, Neasden Lane, N.W.10. Gladstone 3355-8 lines. [C1115]

**P**RIDE & CLARKE, Ltd., Lambretta specialists, all models, exchanges welcomed—158, Stockwell Rd., S.W.9. Brixton 6251. [1109/R]

**H**ARRY NASH—Scooters from £65, all new models, all colours in stock, 24 miles, h.p. exchanges, tuition service—591, King St., Hammersmith, W.6. Riv. 2637-8. [C1090]

**N**EW Lambretta from £25.19.2 down, 24 instalments £2.41.8 (cash price £71.17.6); reduced hire purchase exchange rates.—H. T. Saunders, Highfield, London, N.W.11. [C1116]

**W**HITE & MARTIN for the Lambretta Scooter, immediate delivery; spares and accessories, h.p. terms, part exchanges, etc.—18, Ashfield Parade, Southgate, N.14. Palmers Green 1035. [C1052/R]

**J**. DOUBLE (MOTOR SALES), Ltd., 1958. Lambretta agents; terms, spares, service, repairs—123-4, Midland Parade, Cranbrook Rd., Barkingside, Ilford, Tel. Val 0191. [C1119/R]

**O**NEILL BROS., Ltd.—Visit our new scooter showroom, full range of machines, spares, accessories and clothing; riding instruction given—190. The Broadway, N.W.9. Hendon 8629. [C1117]

**C**OMERFORDS for Lambrettas, new and second-hand, exchanges; terms; we offer first-class service facilities and are appointed Lambretta service agents.—Portsmouth Rd., Thames Ditton, Emberbrook 5531. [C1118]

**E**LITE MOTORS for your new Lambretta, 1958 model for immediate delivery, spares, accessories and officially appointed Lambretta service station—951 Garratt Lane, Tooting Broadway, S.W.7. Balfam 1200. [C1066]

**S**PACIAL offer: 1957 Lambretta PD 150cc commercial lightweight delivery 3-wheeler, very low mileage, with large well-built body, 6cwt capacity, cut your costs the easy way; list price: £280, our clearance price £219.

**B**EST selection, best exchanges, best terms, best buy the business—buy used Lambretta from the best in the business—Naylor & Root, Ltd., Motor Cycle House, 25, East Hill, S.W.18. Battersea 2252. [C1089/R]

**C**ONTINENTAL SCOOTERS, Ltd., Britain's oldest all-scooter distributors, one-third deposit, exchanges, terms—225-7, Westminster Bridge Rd., S.E.1. Wat. 3103, 157, Old Brompton Rd., S.W.5. Fre. 1844, 162, Finchley Rd., N.W.3. Swi. 5767. [C211/R]

## LAMBRETTA WANTED

**R**OWLAND SMITH'S, the Lambretta buyers—Hampstead High St., London, N.W.3. Ram 6041. [W1114/R]

**G**EORGE CLARKE pay most for Lambretta—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]

**P**UTNEY AUTOS purchase good used Lambrettas; exchanges, etc.—263, Putney Bridge Rd., S.W.13. Putney 1186. [W1158/R]

**C**LAUDE RYE urgently require all models, get our price first! H.P. accounts settled, we pay carriage—895-921, Fulham Rd., S.W.6. Ren. 6174. [W1105/R]

**W**E pay £10 more for Lambrettas; H.P. accounts settled, cash balance immediately; we pay your fare home—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m. 6 days, Sundays 11 a.m. until 5 p.m. Tel. Reading 2237. [W1039]

## LAMBRETTA SPARE PARTS

**S**PEDWAY OF ACTON, largest Lambretta stockists in Great Britain; all spares and accessories same day c.o.d.—314, Uxbridge Rd., W.3. Acorn 5631-2. [B1121/R]

**P**ALMERS for Lambretta spares and service—81, Stanley Rd., Teddington, Molesey 1646. [S1003]

**G**EORGE GROSE, Ltd., 834, High Rd., N.12. Hill 2149. All spares & accs. o.c.d. service. [S0535]

**G**EUNIQUE Lambretta spares, 125/150; prompt c.o.d.—R. Mallaby & Co., 144, Micklegate, York. [C2407/R]

**M**ARBLE ARCH MOTOR SUPPLIES, Ltd., Camberwell—Well Green—Lambretta spares, accessories, service—rapid C.O.D.—Rodney 2181. [C265/R]

**M**OORES OF TOTTENHAM for genuine Lambretta spares and accessories—649-653, High Rd., Tottenham, N.17. Tel. Tottenham 3440. [C161/R]

**G**ODFREYS, Ltd., for special Lambretta service, spares, factory trained mechanics, all special tools; 7 depots in the London area—See display advertisement.

**A**STON AUTO MOTORS OF BIRMINGHAM—Complete Lambretta spares and accessories, O.C.D. and retail; prompt c.o.d.—172-177, Aston Rd., Birmingham, 6. Aston Cross 3201. [C0496/R]

## LAMBRETTA SERVICE

**E**LEANOR MOTORS, 265, Mare St., Hackney, E.8. For sales, spares, service, repairs—Amherst 5154-5925. [C0312]

**E**LEANOR MOTORS (STADIUM)—East London's fully equipped service station, sales, spares, repairs—98-106, Lee Bridge Rd., Clapton, E.5. Amherst 6606. [C0584]

## MAICO

**M**AICO (GREAT BRITAIN), Ltd., 81a, Gloucester Rd., S.W.7. Tel. Fremantle 4519-8. Spares and workshops—23, Astwood, Mexborough, S.7. Tel. Fremantle 5519. Complete spares U.K. for Maico models 250cc, 275cc super scooter and Maicomobil 197cc, totally enclosed. All spares from stock. [C0602/R]

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**1957 FRANCIS-BARNETT, 225 c.c. Cruiser, green and chrome, superb condition**

£129

**1958 VELOCETTE LE, maroon and silver finish, dual seat, 200 c.c.**

£128

**1956 ZUNDAPP, 2005, full width brakes, clean**

£108

**1957 ARIEL, 500 c.c. V.H., black and chrome finish, crash bars, bargain**

£148

**1957 T.W.M., 197 c.c., 4-speed box, s/alarm, metal panniers, w/screen self-starter**

£118

**1956 FRANCIS-BARNETT, 197 c.c., s/alarm, carrier, full width brakes**

£96

**1955 TRIUMPH Tiger Cub, alloy motor, 200 c.c., very clean**

£78

**1956 MATCHLESS, 500 c.c., crash bars, maroon and chrome finish, very clean**

£175

**1958 GREEVES Scottish, 2,000 miles, unmarked**

£145

**1958 MATCHLESS Sports, 600 c.c., 2,000 miles, as new**

£258

**1956 ARIEL, 200 c.c., Colt, green and chrome, dual seat, exceptional**

£78

**1952 AMBASSADOR, 197 c.c., dual seat, panniers, direct lighting**

£28

**1954 EXCELSIOR, 250 c.c., Talsman Twin, black and chrome, s/frame**

£58

**1955 ENFIELD Clipper, 250 c.c., o.h.v., s/arm, d/seats, panniers, excel, motor, etc.**

£89

**1950 B.S.A., 600 c.c., s/cr spec., mirror and chrome tank, spot lights**

£26

**1948 PANTHER, 600 c.c., s/cr spec., mirror, screen, good motor, bargain**

£36

**1954 PANTHER, 600 c.c., s/cr, sleek, paintwork poor, good motor, outstanding bargain**

£105

**1952 VELOCETTE LE, shaft drive, windscreens, clean**

£58

**1955 B.S.A., 350 c.c., 831, maroon and chrome, d/spec, s/frame**

£98

**1947 ARIEL, Sq. 4, 1,000 c.c., good motor, chrome tank**

£58

**1956 B.S.A., Gold Star, 500 c.c., Clubmans, alloy rims, 190 mm. front brake**

£218

**1956 TRIUMPH Cub, 16in. wheel, blue and chrome, excel, throughout**

£98

**1947 TRIUMPH, Speed Twin, silver and chrome finish**

£68

**1958 TRIUMPH, 350 c.c. T.21, Avon Fairing, carrier, as new**

£198

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## MAICO

**R**ON MCKENZIE, 96, Chester Rd., Streatham, Lance. Sales service—Longford 3100. [C1086]

**G**ODFREYS, Ltd.—Appointed dealers at depots, including Leytonstone, E.11. See display advertisement. [C1118/R]

**S**LLOCOMBES OF NEASDEN!!! for your new Maico, N.W.10. Gladstone 3355-8 lines. [C1115]

**E**ARLY deliveries of these models are usually possible if you order now through Nick Lancaster—55, Whitegate Drive, Blackpool. Tel. 24720. [C1147]

**E**AST HILL MOTOR CO., Ltd., for your new Maico, or Maico Mobile Immediate delivery from stock; demonstration models available. [C1148]

**T**ERMS and exchanges, genuine after-sales service—57, East Hill, Wandsworth, S.W.18. Vandys 5651. [C1028]

**C**LAUDE RYE—Immediate delivery new Maico. Choice of colours—895-921, Fulham Rd., London, S.W.6. Renown 6174. [C1105/R]

## MATCHLESS

**M**ATCHLESS MOTOR CYCLES, Plumstead Rd., S.E.18. Tel. Woolwich 1228. [C1088/R]

**1957** 600cc (win. & pan.) panniers, one owner, £175. [C1104]

—84, Woodside Rd., N.12. Bow. Tel. 7547. [C1040]

**A**RCHERS OF ALDERSHOT for Matchless, etc., spares and service—Victoria Rd., Tel. 322. [C1115/R]

**P**UTNEY AUTOS for your new Matchless, immediate delivery, terms and exchanges—263, Putney Bridge Rd., S.W.15. Tel. 1186. [C1138/R]

**S**LLOCOMBES OF NEASDEN!!! for your new Matchless, terms and exchanges—239-271, Neasden Lane, N.W.10. Gladstone 3355-8 lines. [C1115]

**1957** 500cc Matchless G608; £160, or exchange recent lightweight—21, Denver Rd., Dartford. [C1830]

**W**HITBY OF ACTON—New models in stock; exchanges, h.p. spares—263, Acton Vale, London, S.W.3. She. 5555 (Showrooms); She. 6789 (Sales). [C1128/R]

**49**—Matchless 1949 350cc ohv, very good condition; terms; exchanges; list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Tube), N.W.3. Ham 6041. [C1114]

**J**OHN SUNTER, West Wickham, Kent, for your Matchless—Rowling Park, 5704. Tel. 1506. Wed. 16th 9 a.m.-9 p.m.; our showroom at your disposal to inspect the Matchless range of machines. [C1145]

## MATCHLESS WANTED

**R**OWLAND SMITH'S, the Matchless Buyers—Hampstead High St., London, N.W.3. Ram 6041. [W1114/R]

**G**EORGE CLARKE pay most for Matchless—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1G19]

**P**RIDE & CLARKE—Biggest demand, highest prices—158, Stockwell Rd., S.W.8. Tel. Brixton 1105. [C1116/R]

**C**LAUDE RYE urgently require all models; get our price first! H.P. accounts settled; we pay carriage—895-921, Fulham Rd., S.W.6. Ren. 6174. [W1105/R]

**W**E pay £10 more for Matchless; H.P. accounts settled, cash balance immediately; we pay your fare home—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m., 6 days. Sundays 11 a.m. until 5 p.m. Tel. Reading 2237. [W1039]

## MATCHLESS SPARE PARTS

**J**OE FRANCIS MOTORS, Ltd.—100% Matchless spares. C.O.D. and exchange service.

**340** Footscray Rd., New Eltham, S.E.9. Eltham 1575. [C1075]

**C**LAUDE RYE, Ltd.—Matchless spares specialists—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105-R]

**100%** service c.o.d. and trade—E. B. Fisher Motors, Ltd., Bath Rd., Hounslow, Middlesex. [C1163]

**O**GOOD & COATES, Ltd.—Matchless specialist; spares and repairs—781-5, Old Kent Rd., London, S.E.15. New Cross 0613. [C1104/R]

**C**LAUDE RYE, Ltd.—Large stocks of spares for post-war and ex-W.D. models—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R]

**G**UY KUHN—Genuine Matchless spares stockists—275, Chapman Rd., S.W.9. Brixton 5604 and 3425. Prompt c.o.d. by return service. [C1024/R]

**M**ARBLE ARCH MOTOR SUPPLIES, Ltd., Camberwell—Matchless and Burman, spares, service; rapid C.O.D.—Rodney 2181. [C0264/R]

**K**AYS OF EALING, Ltd.—Matchless spare parts by return—8-10, Bond St., Ealing, W.5. Kai 2587. [C1112/R]

**P**UTNEY AUTOS—Genuine spares for post-war models—also genuine Burman rear bus spares 34-hour c.o.d. service—263, Putney Bridge Rd., S.W.15. Putney 6867. [C1118/R]

**C**.O.D. and service units, £10,000 spares in stock—Rapids, 64-74, Godstone Rd., Whitley, Surrey, Upl. 0593 and 259-269, Haydon Rd., Wimborne, Dorset. [C1119/R]

**C**HERWELL 3202-5. [C1112/R]

**G**ODFREYS, Ltd.—Matchless and Burman spares stockists—226-234, London Rd., Croydon, Croydon 041-042, 209-210, Greenford Rd., Greenford, Middx. 462-4, 418, Romford Rd., Forest Gate, E.7. Orp. 1234-5, 220, Barking Rd., E.14. Ham. Orp. 0893-0900. High Rd., Tottenham, Sta. 5656. [C1052/R]



**NORTON**

**C**OMERFORDS.—£661 1959 Norton Manx 350cc. alloy motor, square head. Norton Road Holder side forks, conical front hub, spring frame, dual seat, front and rear sprung, overhauled, large tanks, alloy guards, beautiful condition.

**C**OMERFORDS for Nortons, new and second-hand. 1,000 machines in stock—Thames Ditton, Surrey. [C1006]

**NORTON WANTED**

**R**OWLAND SMITH'S, the Norton buyers—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R] **S**MITH'S, 86, Chalk Farm Rd., N.W.1. want Nortons. Tel. 2676. [W1095/R]

**G**EORGE CLARKE pay most for Norton—278, Brighton Hill, S.W.2. Tulse Hill 5211. [W1019] **P**RIDE & CLARKE—Biggest demand, highest prices—156, Stockwell Rd., S.W.9. Tel. Brixton 2630.

**C**LAUDE RYE urgently require all models, get our price first! H.P. accounts settled, we pay carriage—695-921, Fulham Rd., S.W.6. Tel. 6174. [W1028]

**W**E pay £10 more for Norton; H.P. accounts settled, we cash balance immediately; we pay your fare home—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m., 6 days. Sundays 11 a.m. until 5 p.m. Tel. Reading 2237. [W1059]

**NORTON SPARE PARTS****TAYLOR MATTERSON.**

**N**ORTON spare parts specialists; largest selection of genuine Norton spares in the south of England; all available parts in stock, prompt c.o.d. service. Call, write or phone 74, Bedford Hill, Balham, S.W.12. Balham 4201-2. [C1031/R]

**C**O.D. by return post c.o.d.

**A**LL Norton gear box spares.

**I**NCUDING 1956-57 A.M.C. gear boxes.

**J**OE FRANCIS MOTORS, Ltd., 340, Footscray Rd., New Eltham, S.E.9. Tel. Eltham 1373, c.o.d.

**C**O.D.—Tel. Eltham 1373, c.o.d. [10156/R]

**C**LAUDE RYE, Ltd., Norton specialists—Comprehensive range; immediate c.o.d.—895-921, Fulham Rd., London, S.W.6. Renown 6174. [S1105/R]

**H**L. DANIELL, the Norton expert—Comprehensive spares service, c.o.d. by return—65, Dartmouth Rd., Forest Hill, S.E.23. Tel. 5895. [10205/R]

**G**ODFREYS, Ltd., Norton spare stockists—c.o.d.—226-254, London Rd., Croydon. Croy. 3646 and 220, Barking Rd., E.6. Giro 8086. [W1058/R]

**C**LAUDE RYE, Ltd.—Large stocks of spares for pre-1956 D models. Tel. free—695-921, Fulham Rd., S.W.6. Renown 6174. [S1105/R]

**K**AYS OF EALING, Ltd.—Norton spare parts stockists. Trade supplied, quotations or c.o.d. by return—8-10, Bond St., Ealing, W.5. Tel. 2587. [S1075/R]

**G**US KUHN MOTORS invite you to try us for your genuine Norton spare parts—275, Chapham Rd., Stockwell, London, S.W.9. Tel. Brixton 5604 and 9431. Prompt c.o.d. by return service. [Q132/R]

**N.S.U.**

**H**UMPHREYS. HUMPHREYS N.S.U. Distributors for North London. Immediate delivery. Super Max, Prime Scooter, and Century. Large & Quickie and Prima spare counter or c.o.d. Humphreys, Ltd., 122, Hampstead Rd., N.W.1. Euston 3326 Sales and Euston 6556 Spares. [C1058/R]

**W**HITBY'S—Grand display N.S.U., Prima and 555. Quickly—275, Acton Vale, London, W.3. [C1125/R]

**S**LOCOMBES OF NEASDEN!! for your new N.S.U. terms and exchanges—25-271, Neasden Lane, N.W.3. Gladstone 3355-8 lines. [C1115]

**C**LAUDE RYE—Immediate delivery new 5 Star Prima, choice of colours, terms—695-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R]

**PANTHER**

**R**OWLAND SMITH'S for Panther.

**N**EW models in stock; terms, exchanges; list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

**1953** Panther 600cc. comb. c.o.d. saloon sidecar leg-shield—£100 o.n.o. Tel. Byron 8473. [10106/R]

**1955** Model 100, s.s. 1956 d.o. Rankin 12,000—Details: 33, Stanley St., Brighton 18299. [C1125/R]

**S**LOCOMBES OF NEASDEN!! for your new Panther. Terms and exchanges—25-271, Neasden Lane, N.W.3. Gladstone 3355-8 lines. [C1115]

**R**APID MOTORS—Every Panther available from stock, including model 100, d.o. twin, largest tribute to the century—269, Haydons Rd., Wimbledon, S.W.19. Che. 5302-3, and 70-74, Godstone Rd., Whyteleafe, Surrey. Uplands 0995. [C1162/R]

**PANTHER WANTED**

**G**EORGE CLARKE pay most for Panther—278, Brighton Hill, S.W.2. Tulse Hill 5211. [W1019]

**R**OWLAND SMITH'S, the Panther buyers—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R]

**P**RIDE & CLARKE—Biggest demand, highest prices—156, Stockwell Rd., S.W.9. Tel. Brixton 2631. [W1059]

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**1954** Triumph 110, excellent condition, low mileage: £140 o.n.o.—Howard 4397. [C1014]

**ALLAN JEFFERIES** for expert attention—120, Saltaire Rd., Shipley 54271. [C1067 R]

**£45**—Triumph Tiger 100, second motor, fast and reliable—Putney 1080. [C1030]

**1955** T100 50cc, 12,000 miles, perfect, £160—20, Northgate Ave., Ealing, W.5. [C296]

**COMPERFORDS** for Triumph, new and second-hand; C send for lists—Thames Ditton, Emb. 5581. [C1006]

**JOHN SUTRIES**, West Wickham, Kent, for your Triumph—Spring Park 3700. [C1145]

**TRIUMPH** Thunderbird, good condition d/sout; £150—11, Oxford St., Whitstable, Kent. [C1036]

**1954** Tiger 110, sw. arm, d. seat, Avon screen, immac cond.: £155—Spring Park 7145. [C1028]

**SLOCOMBE OF NEASDEN!!!** for your new Triumph; terms and exchanges—259-271, Neasden Lane, N.W.10. Gladstone 3555-8 lines. [C1115]

**T. W. KIRBY MOTOR CYCLES, Ltd.**, your Triumph specialists, 10, Rone's Corner, Hornchurch, Tel. 8785. [C1045]

**ERKINE MOTOR CYCLES**, main agents, most models and parts in stock—Goldsworth Rd., Woking 4800. [C1024 R]

**LIGHTFOOT MOTOR CYCLES** for your new Triumph—163, High St., Potters Bar, Middlesex. Potters Bar 3129. [C1198 R]

**PUTNEY AUTOS** for your new Triumph; immediate delivery; terms and exchanges—265, Putney Bridge Rd., S.W.15. Tel. Put 1186. [C1138 R]

**HARWOODS OF RICHMOND**—New 1958 Cub and 67 in stock: 1958 T100, £175—14, 16, 18, Kew Foot Rd., Richmond. Tel. 3045 ½ min. station. [C1060 R]

**1948** Speed Twin, Watsonian sister, looks rough but mech. perfect and goes like a bomb; parts replaced. T and L £150 o.n.o.—Box No. 7752. [C296]

**J. J. DOUBLE (MOTOR CYCLES), Ltd.**, 1958 Triumph agent; terms, spares, service, repairs—309-311, High Rd., Goodmayes. Tel. Seven Kings 97019. [C1119 R]

**JIM ALVES** for 100% Triumph spares, service, parts, all models, exchanges; h.p.; insurance while you wait—97, High St., Street, Som. Tel. Street 0250. [C1020 R]

**1955** T100 combination, tailing, legshields, new tyres '56 5.50. Steb. brake, matching colour, immaculate; £250—Wates, 11, Gresham Rd., London, S.W.9. [C1023]

**HARRY NASH**—1954 (7) T100 duo-tone, legshields, new extras, taxed 105 miles, guaranteed bought car £142, new 1958 Thunderbirds. T110, T100 duo-tones and T20 Cub in stock, 24 mths. h.p., exchanges—391, King St., Hammerton, W.8. Riv. 2837-8. [C1090]

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**GEOGE CLARKE** pay most for Triumph—278, Brixton Hill, S.W.2. Tulse Hill 5211. [C1019]

**R**OWLAND SMITH'S, the Triumph buyers—Hampstead High St., London, N.W.3. Ham. 6041. [C1114 R]

**SMITH'S**, 85, Chalk Farm Rd., N.W.1 want Triumphs—Gul. 2767. [C1074 R]

**PRIDE & CLARKE**—Biggest demand, highest prices—150, Stockwell Rd., S.W.9. Tel. Brixton 6251. [C1039]

**CLAUDE RYE** urgently require all models, get our price first! H.P. accounts settled, we pay carriage—885-921, Fulham Rd., S.W.6. Tel. 6174. [C1015 R]

**WE** pay £10 more for Triumph; H.P. accounts settled, cash balance immediately; we pay your fare home—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 5 p.m., days. Sundays 11 a.m. until 5 p.m. Tel. Reading 2237. [C1039]

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**GEORGE GROSE**, Ltd., 354, Hain Rd., N.12, Mill 2140. All spares & c.o.d. service. [C1055]

**HARWOODS OF RICHMOND**—100% Triumph spares stockists—11, Min. Stn.—Ric. 2045. [C1060 R]

**G LANFIELD LAWRENCE**, Triumph spares stockists—407, High Rd., E. Finchley, N.12. Tel. 2091. [C1044 R]

**WHITBYS OF ACTON**—All Triumph spares—263, Acton Vale, London, W.3. She. 6765. [C1128 R]

**S. A. COLES** for largest stocks post-war Triumph spares, c.o.d.—364, High Rd., E.10. Ley. 1717. [C1017 R]

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| AMBASSADOR Statesman 175 c.c.            | £197 4 6   |
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| A.J.B. Model 14 250 c.c. h.p.v.          | £198 7 3   |
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| AJELLE 250 c.c. Leader Twin, 2 speeds    | £209 11 7  |
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| ARIZEL 300 c.c. S.V. Model V.B.          | £226 1 1   |
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| B.R.A. 350 c.c. S.V. Model B31           | £236 8 1   |
| B.R.A. 500 c.c. Super Star 99 Twin       | £282 14 1  |
| B.R.A. 650 c.c. Model A10 Twin           | £261 10 6  |
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| FRANCO-BARRETT 125 c.c. Pioneer 81                               | £128 10 7  |
| FRANCO-BARRETT 249 c.c. Cruiser 90                               | £185 5 0   |
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| MATCHLESS 250 c.c. Model GL8                                     | £251 10 11 |
| MATCHLESS 250 c.c. Model GL11 Twin                               | £251 10 11 |
| MATCHLESS 600 c.c. Model GL12 Twin                               | £298 16 0  |
| HORTON 150 c.c. Dominator Model 88                               | £293 16 0  |
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| TRIUMPH 200 c.c. Tiger Cub                                       | £149 10 13 |
| TRIUMPH 250 c.c. Twin Model Twenty-One                           | £256 11 1  |
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| TRIUMPH 350 c.c. Speed Twin                                      | £253 11 1  |
| TRIUMPH 650 c.c. Thunderbird Twin                                | £256 4 1   |
| TRIUMPH 650 c.c. Tiger 100                                       | £260 9 1   |
| ZUNDAPP 125 c.c. Tiger   | £176 10 13 |
| ZUNDAPP 200 c.c. Model 2014                                      | £290 17 1  |

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| R.E.A. 150 c.c. Bandit 2-speed             | £79 4 6    |
| D.M.C. Dove, Peacock and Defiant trans     | £108 10 0  |
| DAYTON 250 c.c. Albion Continental         | £235 0 0   |
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| LAMBERTTA 175 c.c. Riviera Mayflower trans | £170 10 0  |
| LAMBERTTA 175 c.c. Model TV                | £237 0 0   |
| MAICO/MOB 125 c.c. space wheel, screen     | £206 11 6  |
| MAICO/LET 200 c.c. all colours             | £237 0 0   |
| R.A.D. 150 c.c. Prima                      | £101 10 0  |
| VEGA 125 c.c. Standard model               | £165 10 11 |
| VEGA 150 c.c. Clubman Model                | £186 10 11 |
| ZEPHA 150 c.c. Model GL Sports             | £187 2 0   |
| ZUNDAPP 125 c.c. Bella Model 194           | £205 16 9  |

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| S.H.W. Inetta 309 c.c. Standard Model | £249 19 6 |
| S.H.W. Inetta 309 c.c. Futur Model    | £260 7 6  |
| SHREWSBURY 125 c.c. in store          | £125 10 0 |
| REINHOLD 294 c.c. Cabin Cruiser       | £236 9 6  |
| LAMBERTTA 150 c.c. F.D.               | £278 13 6 |
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14 AUGUST 1954

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JIM ALVES for 100% spares, service, parts, by return c.o.d.—97, High St., Street, Som. Tel. Street 352. [C1025 R]

BILLY BRIGGS Lancashire's largest stockists—By return c.o.d.—319, Chapel St., Salford, J. Bis. 1554. [C1054 R]

CLAUDE RYE, Ltd., Triumph specialists—Comprehensive range, c.o.d.—89-91, Fulham Rd., S.W.3. Renown 6174. [C1015 R]

CLAUDE RYE, Ltd.—Large stocks of spares, including ex-W.D. models—89-91, Fulham Rd., S.W.3. Renown 6174. [C1015 R]

GATEHOUSE MOTORS, Ltd.—100% Triumph spares stockists: c.o.d.; immediate attention—196, Archway Rd., Highgate, N.W.8. Fitzroy 1666. [C1055 R]

ELEANOR MOTORS—Triumph spares, trade supplied, quotation cash or c.o.d. by return—203-205, Mare St., Hackney, E.8. Amherst 5134-3923. [C1019 R]

F. FREEMAN, Ltd.—100% Triumph spare stockists, c.o.d.; immediate delivery—10, Hammersmith Bridge Rd., W.6. Tel. Riverside 2267. [C1054 R]

PULLINS MOTOR CYCLES—Largest Triumph spares stockists: c.o.d. service open Sundays 9 to 12—54, Lordship Lane, S.E.22. For 2314. [C1052 R]

MOORES OF TOTTENHAM for genuine Triumph spares, over the counter or c.o.d.—Tel. Tottenham 2440. [C1017 R]

KAYS OF EALING, Ltd., Triumph spare parts stockists. Trade supplied, quotations c.o.d. by return—8-10, Bond St., Ealing, W.5. Tel. Ealing 15075. [C1017 R]

LIGHTFOOT MOTOR CYCLES for Triumph spares and repairs; exchange parts service; s.s.e. H.M.—183, High St., Potters Bar, Middlesex. Potters Bar 3129. [C1138 R]

PUTNEY AUTOS—Genuine spares for Triumph spares models—24hr. c.o.d. service; tremendous range in stock—263, Putney Bridge Rd., S.W.15. Putney 6887. [C1054 R]

ELITE MOTORS (TOOTING), Ltd., 951-961, Garratt Lane, Tooting Broadway, S.W.13. 1950-1951. [C1016 R]

BRACKPOOLS—Triumph spares from stock; prompt c.o.d. service from London's largest stockists—Tel. For 2555. Call or write 228, Stanstead Rd., Forest Hill, S.E.23. [C1052 R]

GODFREY'S, Ltd., Triumph spares specialists: c.o.d. 226-234, London Rd., Croydon, Croy. 3641-5. 203-204, Great Park St., S.W.1. Euston 4632-4. Romford Rd., Forest Gate, E.17. Ham. 1234-5-223. Barking Rd., East Ham, Gra. 5098. [C1052 R]

## VELOCETTE

VELOCE, Ltd., Hall Green Works, York Rd., Hall Green, Birmingham, 28. Tel. Springfield 1145. [C1010 R]

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ALL models supplied.

FREE tax and insurance with secondhand motor cycles.

1955—Velocette late 1957 499cc Venom, almost new condition.

105—Velocette 1954 349cc ohv, swinging arm, excellent condition.

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GODFREY'S, Ltd., all models, all depots; see display advertisement. [C1052 R]

£85—1955 LE twin 200cc, one owner, panniers, exceptional condition for year.

£119—1957 LE twin 200cc, dual seat, 2,000-odd miles, almost new condition.

ES MOTORS, 325, High Rd., W.4. Chis. 6368. [C1051]

HUMPHREYS—Velocette sales, spares and service, new machines in stock for immediate delivery.

HUMPHREYS, Ltd., 122, Hampstead Rd., N.W.1. (Continuation Tottenham Court Rd.) Euston 3326. [C1054 R]

A. H. TOOLEY Velocette specialist, Station Garage, Lee, S.E.12. (opposite Lee Station). Tel. Lee Garage 0040. [C1054 R]

1953 LE, recent extensive overhaul, £55. 1955 LE, excellent throughout, £85.—Geoff Dodkin Prospect 8779. [C1009 R]

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£105—The nearest to new in a second-hand that you could ever hope to find! A perfect 1955 LE just purchased from very staid old gentleman, dual seat, screen, panniers.

£159—1955 LE, 19,000 miles, needs a few odds and ends.

£175!!!—1958 MSS Scrambler, only used in 4 events and like new, regd. and with silencer and number plates.

ANY of the above machines on H.P.

ALMOST anything taken in part exchange.

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L. STEVENS, Ltd., 147-151, Goldhawk Rd., Shepherd's Bush, W.12. Tel. Shepherds Bush 1151. [C1151]

SLOCOMBE OF NEASDEN!!! for your new Velocette; terms and exchanges—259-271, Neasden Lane, N.W.10. Gladstone 3555-8 lines. [C1115]

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**JAMES**, 1953 Comet, 99 c.c., 2-speed handlebar gearchange. £25.  
**EXCELSIOR**, 1952 Roadmaster, 197 c.c., 3-speed, teles, sprg. £25.  
**TRIUMPH**, 1948, ST, 250 c.c. O.H.V. Twin, telebars, d. seat. £25.  
**A.J.S.**, 1957, Quicksilver, 99 c.c. Super Es. Leuze, 2-speed. £25.  
**ZUNDAPP**, 1953, Comet, 197 c.c., 3-speed, 2-speed. £25.  
**R.E.A.**, 1952, B3, 350 c.c. O.H.V. Twins, telebars, spring. £25.  
**CLEAN**, 1954, T3, 175 c.c. O.H.V. Tw., slub, Clean chg. £25.  
**A.J.S.**, 1948, 16M8, 350 c.c. O.H.V., slurm, spring, telebars. £25.  
**NORTON**, 1952, 1972, 300 c.c. O.H.V., telebars, a frame, screen. £25.  
**R.E.A.**, 1953, C12, 250 c.c. O.H.V., slurm, sprg. £25.  
**JAMES**, 1953, Comet, 99 c.c., 2-speed, handlebar gearchange. £25.  
**TRIUMPH**, '56, T10, 250 c.c. O.H.V., 4-speed, slurm, sprg., teles. £25.  
**JAMES**, 1957, Captain, 197 c.c., 4-speed, slurm, sprg., slurm. £25.  
**MATCHLESS**, '54, GR1A, 350 c.c. O.H.V., slurm, sprg., teles. £25.  
**R.E.A.**, 1957, C12, 250 c.c. O.H.V., slurm, sprg., 4-speed. £25.  
**R.E.A.**, 1957, 1972, 300 c.c. O.H.V., slurm, many others. £25.  
**ARIES**, 1955, NH 350 c.c. O.H.V. Sports single. Choice of 2. £135.  
**TRIUMPH**, 1954, 6T 630 c.c. O.H.V. Tw., slurm, many others. £135.  
**R.E.A.**, 1953, B31, 350 c.c. O.H.V., slurm, sprg.; many others. £135.

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All machines listed here are for 1/3 Deposit,  
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**ARIEL**, 1955, 200 c.c. O.H.V. Sports single. Avon Fairing £149.  
**R.E.A.**, 1955, A10, 650 c.c. O.H.V. Twin, slurm, sprg., Extras £159.  
**A.J.S.**, 1955, 16M8, 350 c.c. O.H.V. Twin, slurm, sprg. £159.  
**TRIUMPH**, 1954, T110, 650 c.c. O.H.V. Twin, slurm, sprg. £159.  
**R.E.A.**, 1953, A7, 250 c.c. O.H.V. Twin, slurm, slurm. £159.  
**NICE NORTON**, 1954, 99 c.c. O.H.V. de luxe, Avon Fair, extras £159.  
**ARIEL**, 1955, PH, 350 c.c. O.H.V. Tw., Avon Fair, Choice of 2. £159.  
**R.E.A.**, 1957, 1972, 300 c.c. O.H.V., slurm, screen, many others. £159.  
**ARIES**, 1955, NH 350 c.c. O.H.V., slurm, many others. £159.  
**TRIUMPH**, 1954, 6T 630 c.c. O.H.V. Tw., slurm, many others. £159.  
**R.E.A.**, 1953, Model 300C, 600 c.c. Sports Twin. Immediate £159.

**COMBINATIONS**

**TRIUMPH**, 1952, 6T, 650 c.c. O.H.V. Twin, spring hub, telescopic with front disc, rear drum, 2-speed. £159.  
**A.J.S.**, 1952, 1972, 300 c.c. O.H.V. Twin, slurm, 2-speed. £159.  
 Various chassis with new Surrey cylinder saloon: £159.  
**R.E.A.**, 1953, A10, 650 c.c. O.H.V. Twin, teles, spring frame, with small child-adult Comet seat in Black and Silver. £159.  
**TRIUMPH**, 1954, ST, 250 c.c. O.H.V. Twin, spring hub, telescopic with front disc, rear drum, 2-speed. £159.  
**TRIUMPH**, 1954, 6T, 650 c.c. O.H.V. Tw., telebars, spring hub, fitted matching Garrard 350 cruiser sports sidecar. £159.  
**ARIEL**, 1955, 4G, 1,000 c.c. O.H.V., telebars, telebars, spray, fitted Swallow Tudor cruiser saloon on Velvet chassis. £159.  
**R.E.A.**, 1953, A10, 650 c.c. O.H.V. Tw. (Eng. Nov.), slurm, slurm, slurm, slurm. £159.  
**TRIUMPH**, 1954, T100, 500 c.c. O.H.V. Tw. (Eng. Nov.), slurm, slurm. £159.  
**A.J.S.**, 1954, Model 300C, 600 c.c. Sports Twin. Immediate £159.

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| LAMBRETTA, 1958, Mod. LDB 150 c.c. with parking light equipment, pillar, windshield, red/grey. | £80        |
| ZUNDAPP, 1958, Mod. 150 150 c.c., with 4-speed foot-change gears, pillar, carrier. Lime green. | £80        |
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| VERPA, 1956, Mod. 475 125 c.c., colour grey/green, with dual seat, carrier, windshield.        | £80        |
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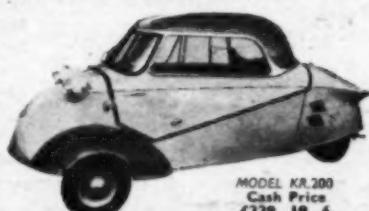
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[C1056]

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| 1957 N.S.U. Prima, 2-tone finish, spotless condition, small mileage; £169. 10.        |
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| 1957 Royal Enfield 150cc, very small mileage; £85.                                    |

ONE-THIRD deposit, balance over 2 years if desired; remember, for your new or used machines phone, write or call Waters, 30, Stonchilles, Welwyn Garden City, Hertfordshire, Welwyn Garden City 5033.

OTHER branches at Baldock, Hertford, Hatfield and Hemel Hempstead. [B526]

FISHERS OF ACTON—One-third deposit, balance 12, 18 and 24 mths.

1949 Sunbeam 550; £49. 10.

1955 Royal Enfield JII; £49. 10.

1951 Matchless 500 springer s.c.; £75.

1949 Vincent Black Shadow, 1.000cc; £119.

1950 B.S.A. M21 600 s.c.; £49. 10.

1948 B.S.A. A7 500cc twin; £59. 10.

1951 Matchless 500cc c.s. saloon s.c.; £119.

1955 Royal Enfield J2 c.s. saloon s.c.; £59. 10.

1947-8 Norton 500, tele. forks, c.s. a saloon, excepted; £79. 10.—44, Western Ave., East Acton, W.3. Shepherd's Bush 5007. 3 mins. Acton Underground. [C1005]

PETER BROWN MOTORCYCLES, 6, Bromley Hill, Bromley, Kent. Golden Flash, finished in beige, fitted matching fairing and crash bars, under 2,000 miles, one owner, taxed year, as new; £225.

1957 Royal Enfield Crusader 250cc, one year, 200 miles, extra equipment, taxed year; £175.

1954 Triumph Thunderbird in immaculate condition, taxed; £149.

1957 NSU Prima in 2-tone blue, all extras, taxed year, low mileage; £155.

1949 HRD 998cc fitted 1957 Canterbury Hawk on sprung and brake wheel chassis, immaculate outfit; £155.

1951 Triumph Thunderbird fitted 1957 Watsonian adult sports in matching blue with all extras on sprung and brake wheel chassis; £165. [C1014]

REX JUDD—1956 197cc Ariel, screen and legshields, paintwork and general condition, £125.

REX JUDD—1957 197cc J.S. twin, new in appearance, mechanically perfect, 4,000 miles only; £125.

REX JUDD—1954 125cc B.S.A., spring frame, dual seat, panniers, really nice condition; £125.

REX JUDD—1956 250cc B.S.A. C12, screen and crashbars, 3,000 miles only very clean; £119.

REX JUDD—1954 50cc B.S.A. M33, spring frame and Watsonian Avon sidecar; £160.

REX JUDD—1957 250cc Ariel, B.S.A. twin, one owner, 4,900 miles only, excellent condition, well maintained; £125.

REX JUDD—1956 250cc B.S.A. C12, screen and crashbars, 3,000 miles only very clean; £119.

REX JUDD—1954 50cc B.S.A. M33, spring frame and Watsonian Avon sidecar; £160.

REX JUDD—1957 250cc Ariel, B.S.A. twin, one owner, 4,900 miles only, excellent condition, well maintained; £125.

REX JUDD—1956 250cc B.S.A. C12, screen and crashbars, 3,000 miles only very clean; £119.

REX JUDD—1954 50cc B.S.A. M33, spring frame and Watsonian Avon sidecar; £160.

HARRY NASH—Large selection used 1956 scooters, hall leading makes; reliable scooters from £65.

HARRY NASH—1956 125cc B.S.A. C12, screen and crashbars, 3,000 miles only very clean; £119.

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HARRY NASH—1956

# RAYMOND WAY

OF KILBURN

- FOR THE 'UP-TO-THE-MINUTE'
- SELECTION OF 3-WHEELERS



With the new Mark E Bond Minicar parking is certainly no longer a problem. Comfort is equal to any large car, but with the Mark E petrol consumption is 85 miles per gal, with a cruising speed of 50 m.p.h. and cost only £379/13/- incl. P.T.



The ever popular Heinkel having independent coil springs at front and a maximum speed of 50 m.p.h. with 80 miles per gallon is indeed a good buy at £394/15/- incl. P.T.

Also new models for immediate delivery of AC Peelite, Reliant Regal, BMW Isetta, Goggomobil.

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USED 3-WHEELERS IN STOCK AT  
GREAT BRITAIN'S LOWEST PRICES**

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Mostly under £400. On show at our greatly enlarged showrooms in Canterbury Road. Six months' written guarantee on all post-war cars.

|  | 600 | 600 |
|--|-----|-----|
| 1955 M.G. T.F. 1500 sports, Super        | 499 | 499 |
| 1952 SUNBEAM-TALBOT 90 est. R. & H.      | 479 | 479 |
| 1959 JAGUAR Mk. V sal. White, Fast       | 389 | 389 |
| 1957 FORD Popular, 1 owner, Low mil.     | 369 | 369 |
| 1961 FORD Anglia, HR, Tax year           | 299 | 299 |
| 1948 MORRIS 8 Series E. Choice of 2 from | 259 | 259 |

## PART EXCHANGES

Come to use with your exchange problems, whether you own a car, motorcycle or 3-wheeler.

See our other column advertisement in this issue.

# RAYMOND WAY

3-Wheeler Showrooms:

**KILBURN BRIDGE, N.W.6**

Open Sundays 10-3 for inspection only  
MAIDA VALE 4044 Open 9-8 Six Days

Car Showrooms:  
**Canterbury Road, N.W.6**

## THE MOTOR CYCLE

### MOTOR CYCLES MISCELLANEOUS

DAWSON MOTORS OF BEDFORD. 51-53, Cauldwell St., Bedford. Tel. 22110. Due to a general shortage of room, we are offering the following real clearance bargains.

1938 600cc Triumph 6S, good appearance, needs gear box, attention: £15.

1938 500cc Velocette MSS, good runner: £15.

1946 250cc B.S.A. C11, ohv, teles.: £29.

1946 registered 350cc Matchless, teles., finished black: £25.

1947 350cc Velocette 500cc A.J.S., rebuilt girder forks, good appearance: £15.

1948 250cc B.S.A. C10, sv, good runner: £29.

98cc Excelsior 2-speed Autocycle: £9.

1950 350cc Royal Enfield model G, teles., engine reconditioned: £39.

1950 250cc Panther 6S ohv, engine reconditioned: £39.

1950 500cc Ariel ohv, engine reconditioned: £39.

1951 98cc James Comet, 2-speed: £19.

1951 197cc Francis-Barnett Falcon, very good for year: £30.

1951 350cc Velocette MAC, ohv: £39.

1952 125cc B.S.A. Bantam, runner, rough appearance: £19.

1952 125cc Velocette LE twin, very good mechanically: £49.

1952 98cc New Hudson Autocycle: £15.

1953 98cc Sun, 2-speed, brand new engine unit just fitted: £29.

1953 500cc Ariel KHA twin, sprung frame: £89.

1953 150cc Royal Enfield RE, reconditioned engine, gear box unit, good appearance: £39.

1953 197cc James Captain, sprung frame: £39.

Power Pak gent's cycle: £9.

1954 35cc Cyclomatic: £15.

1955 50cc Britex Cucciolo, ohv engine: £19.

1955 98cc Excelsior Consort, overhauled: £29.

1956 125cc Vespa, very good mechanically: £75.

All the above on our own hire purchase terms — Tel. Bedford 3310. (C1180)

AUBREY BOSWORTH for all kinds of new and used scooters and motor cycles, on easiest terms, part exchanges, immediate delivery.

385 High Rd., Kilburn, N.W.6. Tel. Maida Vale 4044. (C1170)

ATTFIELD MOTORCYCLES.—A.J.S., Ariel, Matchless, main agents sales service, repairs, repairs, 106-108, Oatlands Drive, Wraysbridge 4676.

1954 A.J.S. 350 (exceptional): £118.

1955 Norton ES2: £140.

1955 500 Ariel Hunter: £115.

1955 500 Ariel Hunter (with fairing): £122; immediate delivery 1959 250 Matchless: terms settled. (C1119)

CALL us only, motorized cycles from 50cc cash (some minimum), motor cycles from 50cc cash (some needed attention); lists open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. (C1114)

G. K. RAE, Chiswick, offers a magnificent stock of over 100 carefully selected modern machines at real bargain prices on very easy terms. Wonderful selection of young machines established over 50 years and known for courtesy and honest dealing—remember! Whether buying or selling it always pays you to "call to-day on G. K. Rae." Ask your Dad!

G. K. RAE, 5 Great West Rd., Chiswick, W.4. Tel. Chiswick 2431. (C1107.R)

DISMANTLED MACHINES

DISMANTLING 1946 350 Matchless, 1946 M20 B.S.A. (closed August 10th to 20th).—Bennetts, 28, Maylor Rd., S.E.15. New 3157. (C1081)

PARTS FOR dismantling hundreds of machines at bargain prices. Write for quotation George Clarke (Motors), Ltd., 275-9, High St., Acton, W.5. (C1018)

BREAKING—Ariel Colt 1957. Triumph ST 1950. Douglas 350cc 1951. B.S.A. AT 1951. Velocette MAC 1949-50. Fourth Cross Rd., Twickenham, Middlesex. (C1022)

THREE-WHEELERS AND CARS

MERCURY offer:—

£245!!—1957 M.G. T4 2-seater, blue.

£245!!—1959 Morgan F4 4-seater, blue, excellent.

£225!!—1947 Morgan F Super, red, new hood.

£225!!—1952 Morgan 4/4 2-seater, red, Vynide hood.

£175!!—1958 Morgan F Super, red.

£175!!—1958 Morgan Super Sports, s.c. Matchless, Girling new hood.

£135!!—1957 Morgan F4 4-seater, Girling, Ford 10.

£125!!—1955 Morgan Super Sports, ohv, J.A.P.

£125!!—1956 Morgan F2 2-seater, blue, nice runner.

ONE-THIRD deposit on all cars, balance 12, 18 or 24 months' your motor cycle or combination in part exchange, tel. or write for list; 9-6 week-days, 10-1 p.m. Sundays for inspection.

MERCURY MOTORS, Universe House, 824-6, Harrow Rd., Wembley, Wembley 6058-9. (C1094)

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OF HULL

## THE POSTAL SPECIALISTS

### FOR EYE-CATCHING MODELS



IMMEDIATE DELIVERY on the EASIEST TERMS  
HIGHEST ALLOWANCES in part exchange

(we will take your camera too!)

No payment during UNEMPLOYMENT, SICKNESS, etc.

## 24 MONTHS TO PAY

POST COUPON NOW FOR DETAILS OF A

REAL MAN TO MAN DEAL

**NO FUSS  
REFERENCES  
GUARANTORS**



I require a

CAR

SCOOTER

MOTORCYCLE

THREE WHEELER

and have a

Please send FREE Bargain Lists and details of "THE EASY JORDAN WAY"

NAME

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Telephone: 14131

Open all day Saturday



### TAKE YOUR CHOICE FROM FIRESTONE AVON-DUNLOP-GOODYEAR-MICHELIN

| Size             | Deg. | Cash Price | Size     | Deg. | Cash Price |
|------------------|------|------------|----------|------|------------|
| 350 x 8          | 5-   | £2 11 0    | 400 x 8  | 6    | £3 5 6     |
| 250 x 19         | 5 6  | £2 19 6    | 325 x 19 | 10 4 | £4 1 0     |
| 275 x 19         | 8    | £3 4 6     | 325 x 20 | 10 4 | £4 1 0     |
| 300 x 19         | 9 7  | £3 13 6    | 350 x 19 | 11 8 | £4 14 0    |
| 300 x 20         | 9 7  | £3 14 0    |          |      |            |
| 300 x 21         | 9 7  | £3 14 0    |          |      |            |
| 325 x 18         | 8 9  | £3 18 0    |          |      |            |
| ALL OTHER SIZES. |      |            |          |      |            |

1/6th Deposit Secured  
Delivery  
With Full Payment Form  
Post & Pkg. 3/-  
6 MONTHS TO PAY



TUBES - 12 -  
Post & Pkg. 3/-

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New  
E-Z-W.D.  
Lycett  
Pillion  
Seat

P.F. 9/-



WATERPROOF  
MOTORCYCLE COVERS

3 Thins. Silver  
Welded  
seams,  
reinforced  
edges.

SL 40/-  
11 3 22 3  
P. & P. 2/-

Shaped motorcycle covers 21-  
With sleeves 20 6. Plasticised  
camber 75-  
Post & Pkg. 2/-

New E-Z-Vent. PARAFFIN  
PRESSURE  
STOVES

Flame adjuster, 10in. ring-  
kettle of  
water 3  
mins. In  
containing 9 1/2 lbs.  
With 25 0  
Post & Pkg. 2/-

New Surprise JAP Engine  
Units  
complete

Mod. no. 29 0 C  
2-stroke.  
H. P. 1/2. shaft.  
28.00  
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Knee Length  
OVERBOOTS

Famous make  
for 1/2 & 1  
cylinder. Used  
Prices 32 6  
4/6.

NEW SUB-  
STANDARD.



New E-Z-Vent.  
Leather Tool  
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Pkg. 9/-

NORTON  
600 c.c.  
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ENGINE  
RECONDITIONED  
BY GOVT.  
Complete  
with eng.  
drive and  
carburetor.  
New  
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EASY  
TERMS

7/6 DEPOSIT SECURES  
GOODS VALUE £3, BALANCE  
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9/10 LARGER AMOUNTS PRO  
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SEND FOR FREE NEW ILLUSTRATED CATALOGUE  
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PRIDE & CLARKE LTD  
158 STOCKWELL ROAD, LONDON, SW9  
Phone: BRI 6251. Gram: PRICLARKE, LONDON  
Times of Business: 9 a.m. - 6 p.m. Wednesday - Friday

### THREE-WHEELERS AND CARS

CARS vans and new Morgans.—Ron McKenzie, Streftord, Manchester. [C1086]

COMFORDS.—New Austin A35, Ford Popular, Heinkel, Messerschmitt, Bond, Reliant, m/c's taken in exchange.—Portsmouth Rd., Thames Ditton, Emberbrook 5531. [C1006]

#### A.C. PETITE

GODFREYS, Ltd., for A.C. Petite 3-wheelers at all depots, including Bushwood Corner Leytonstone, E.11. See display advertisements.

#### A.C. PETITE WANTED

GEORGE CLARKE pay most—278, Brixton Hill, S.W.2. Tulse Hill 5211. [W1019]

CLAUDE RYE urgently require A.C. Petite: top prices paid. h.p. accounts settled.—899, Fulham Rd., S.W.6. Renown 6174. [W1105/R]

#### AUSTIN

COMFORDS for new Metropolitan, choice of colours; price £775, top prices allowed in part exchange.—Also 1000cc. 3-wheeler, 1000cc. motor cycles and three-wheelers taken in part exchange.—Portsmouth Rd., Thames Ditton, Emb. 5531. [C1006]

SLOCOMBES, Ltd., exchange your motor cycle or car with us for real after sales service.—Willenden 4669. [C1034]

#### BERKELEY

COMFORDS.—£395!! 1957 Berkeley Sports, fitted extras, absolute bargain.—Portsmouth Rd., Thames Ditton, Emb. 5531. [C1006]

#### B.M.W. ISETTA

CLAUDE RYE, Ltd., for your new B.M.W. Isetta, immediate delivery, terms, exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1015/R]

SLOCOMBES, Ltd., the B.M.W. Isetta enthusiasts, exchange cars or motor cycles.—Willesden 4669. [C1034]

WHITBYS OF ACTON.—Immediate delivery new Isetta; h.p. exchanges.—273, Acton Vale, London, W.3. Shee 5555. [C1128/R]

GODFREYS, Ltd., immediate delivery Isetta. Runabouts; demonstration; terms, exchanges, all depots.—See display advertisement. [C1052/R]

#### B.M.W. ISETTA WANTED

GEORGE CLARKE pay most for B.M.W. Isetta.—278, Brixton Hill, S.W.2. Tulse Hill 5211. [W1019]

#### BOND MINICAR

ROWLAND SMITH'S for Bond.

NEW models in stock.

195cc.—Bond Minicar 1956 2-seater, new tyres, 195 extras, one careful owner, year, tax, choice of Bonds, terms, exchanges, list; open 9-7 wet days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1145]

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the largest Bond distributor.

ALL new models in choice of colours for immediate delivery; also a large selection of reconditioned used models.

SPECIAL Bond Service and Spares Dept., Kilburn Bridge, N.W.6. Maida Vale 6044. Open 9-7 (Sats. 9-6). [C1103/R]

COMFORDS.—£235! 1957 Bond Minicar, 2-seater, excellent condition.

COMFORDS.—£225! 1956 Bond Minicar, 2-seater, hard top, nice condition.

COMFORDS.—1957 Bond Family de luxe, choice of 5 from £275. [C1006]

COMFORDS.—For Bond, new models for immediate delivery from stock.—Oxford House, Portsmouth Rd., Thames Ditton, Emb. 5531 (6 lines). [C1023/R]

BEST selection, best exchanges, best terms; best buy your new or used Bond Minicar now from

NAYLOR & ROOT, Ltd., Motor Cycle House, 25, Naylor Hill, S.W.18. Bat. 2252. [C1089/R]

BIRMINGHAM Distributors.—County Cycle & Motor Co., 285-6, Broad St. Exchanges welcome, all spares. [C1024/R]

GODFREYS, Ltd., for Bond Minicar 3-wheelers at all depots, including Bushwood Corner, Leytonstone, E.11. See display advert.

KENT Distributors for Bond Minicar; delivery from stock.—E. G. Pritchard, Ltd., Chalkwell Rd., Sloughshire, Slough, Berks. [C1076/R]

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DOUGLAS.—Loch Hotel, Loch Promenade: Tel. 2562; 150 guests, licensed, h. & c., interior spring beds, free garage; from 20/- brochure.—Ramsay. [B227]

DOUGLAS: Daytona Private Hotel, Central Prom: licensed, H. & C. all bedrooms, moderate terms, private garage; write for illustrated booklet.—G. Stanley. [B105]

DOUGLAS.—"Silvercraig" Private Hotel: Queen's Prom (Tel. 1078), licensed; vacancies August 23 onwards; special rate September, 19/6 daily; Brochure.—Ashley. [B219]

DOUGLAS.—"Almeda," 5, Hutchinson Square, Broadwalk, h. & c., spring interiors, excellent table, terms reasonable, convenient, T.T. course, m/cycle accom.—Christy, Tel. 3483. [B220]

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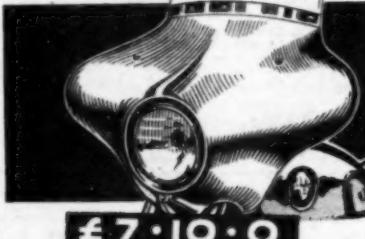
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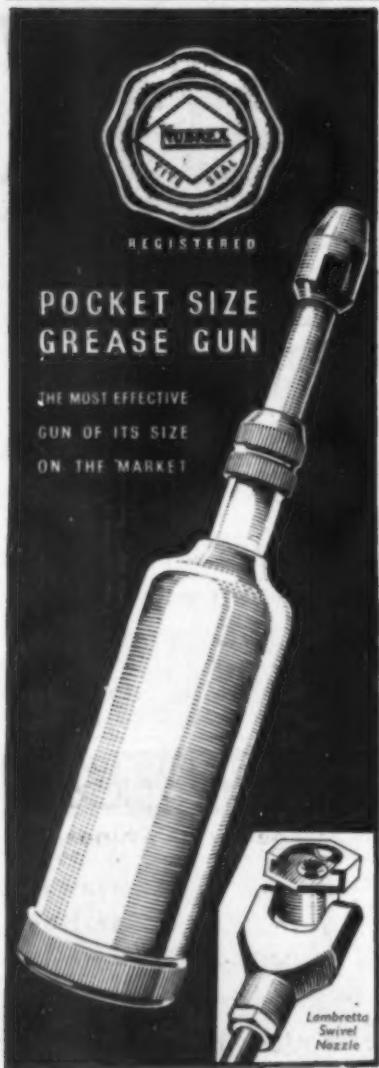
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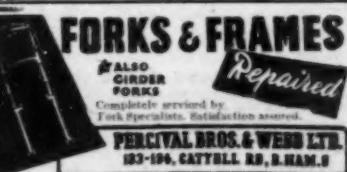
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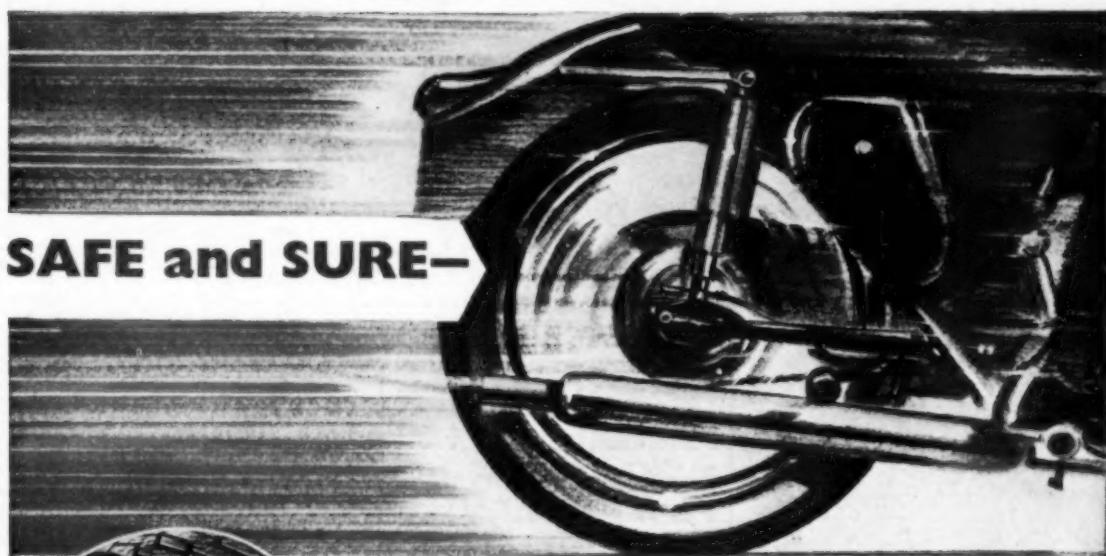
To fit

| A           | B         | C    | D  | E  | Rubber |
|-------------|-----------|------|----|----|--------|
| Solo & Solo | { 9 x 8   | 11.2 | 16 | 26 | 91     |
| Double      | { 10 x 9  | 17.2 | 27 | 33 | 89     |
| Double      | { 10 x 10 | 24   | 36 | 46 | 88     |
| Double      | { 10 x 9  | 22.9 | 32 | 40 | 88     |
| Double      | { 14 x 10 | 37.6 | 56 | 75 | 91     |
| Double      | { 15 x 12 | 41.0 | 56 | 78 | 90     |

Post and Packing 25/- extra.

Post and Packing





**at any speed on  
GOODYEAR  
MOTORCYCLE TYRES**

For safer, surer 'go-ahead' grip, fit Goodyear rear wheel tyres. They're outstanding in *every* way—for reliability, long tread life, lowest cost per mile. Goodyear motorcycle tyres have car-tyre construction for greater strength and flexibility. They're the greatest value for money you can buy—see them at your suppliers today.

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A great new rear wheel tyre with improved diamond tread and sturdy reinforced shoulders to give safer cornering, extra grip and smoother riding.

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